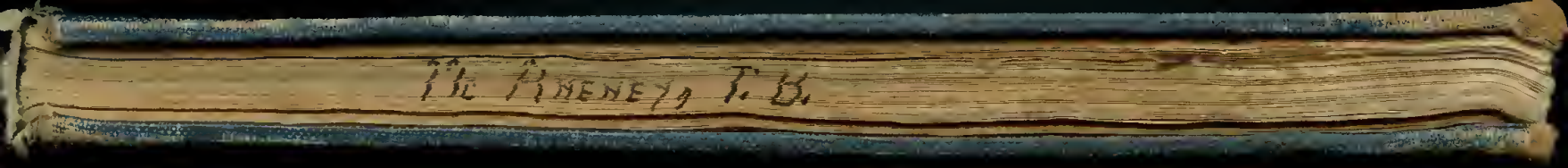
ROYAL CANADIAN AIR FORCE

PILOT'S FLYING LOG BOOK



This is the log book of Flying Officer Thomas Bernard McAneney. He was the pilot at the controls of a #150 Squadron Wellington X bomber (MF 249) that went missing during a night mission in Hungary on June 25/26, 1944. His book and associated mementos were kept by Father Wilfrid McAneney (Thomas's youngest brother) until Wilf's death in December 2017.

The log begins with training in Canada and the UK, and covers every detail of his operational service. Every flight, training session, aircraft, and sortie is documented. At almost 100 pages, it is meticulous and monotonous, but contains fascinating details. All but the last two entries were made by F/O McAneney.

The disappearance of MF 249 was unresolved for over two years. Thomas's family waited, first for a year while he was missing, and then for another year while he was officially presumed dead even though he, his crew, and their aircraft had not been found. His father, Joseph Thomas McAneney died knowing that his son had been killed, but little more. His mother, Maggie McAneney (Artkin) dealt with the loss of her husband and son concurrently.

In order to tell the end of the story of Thomas's service and sacrifice, I have added family keepsakes and pages from his WWII service file stored by Library and Archives Canada. These details begin on page 112 in a scrap-book style, using the blank pages of Thomas's unfinished log book.

The additions are sparse and text explanations are deliberately omitted. It is left to the reader to note the dates of correspondence, and imagine the sequence of events and the lingering tragedy experienced by his family in the period during which his fate was unknown.

Thomas had left a fiancée behind in Toronto. Betty Cloutier lost two brothers in the war before word of Thomas's disappearance reached her in early July of 1944. Her photograph was among his personal effects and a copy remains in his service file. She eventually married, had children, and grandchildren. For Thomas McAneney, we can only imagine what might have been.

Lest we forget.

Dedicated to the memory of the crew of MF 249, #150 Squadron, RCAF.

Pilot: F/O T.B. McAneney

Navigator: F/Sgt F.S. Sparrow

WOP/Air: F/Sgt F. Jeacocke - P.O.W. (survived)

A/B: Sgt T. Bell

A/G: Sgt E.C. Hum

Signature of Recruit

Compiled by Robert A. Williamson

2018

INSTRUCTIONS

1. This book is an official document and is the property of His Majesty's Government.

2. An accurate and detailed record is to be kept in the log of all flights undertaken in service aircraft by the individual to whom it relates.

3. Monthly flying will be analyzed by aircraft types and inserted in red ink. The stamp will be inserted on the left-hand page appropriately aligned to the ruling.

4. The annual summary and assessment will be completed on Form R.95A and inserted in the appropriate page of the log. This form will also be used when a pilot is posted or attached to another unit for flying duties.

99206

R.C.A.F. Form R.95
(R.A.F. 414)
15M-6-41-(301)
H.Q. 1062-3-78

CERTIFICATES OF QUALIFICATION AS FIRST PILOT

J. 18232 McANENEY, T.B.

Name McANENEY. Rank P/O.

(i) Certified that the above named has qualified as a first pilot (day) night.

on WELLINGTON Ic landplanes w.e.f. 20.10.43.

Unit 21 O.T.U. Signature [illegible]

Date 1.10.43. Rank W/COR.

(ii) Certified that the above named has qualified as a first pilot (night)

on landplanes w.e.f.

Unit Signature

Date Rank

(iii) Certified that the above named has qualified as a first pilot (day)

on seaplanes w.e.f.

Unit Signature

Date Rank

(iv) Certified that the above named has qualified as a first pilot (night)

on seaplanes w.e.f.

Unit Signature

Date Rank

20/5/44 BELOW AVERAGE

Manning Depot: 23.7.41 St. Hubert, Que., Valcartier, Que.
A.S.: Victoriaville, Que.

Thomas Bernard McAneney

CERTIFIED THAT I have received instruction in and am fully conversant with:-

Type of Aircraft..ANSON..MK III

Date.....13/1/42.....

(a) Cockpit Layout.
(b) Gas, oil and electrical systems
(c) Flap Mechanism and Correct use)including emergency
(d) Undercarriage mechanism and correct use) system (if any).
(e) Mixture control and use
(f) Airscrew Pitch Control and use, if applicable.
(g) Carburetter heating, control and use.
(h) Winterization Controls, Cold weather oil and Cylinder head temperatures, Oil dilution (functioning of) etc.
(j) Aircraft emergency exits and Action in the event of fire.
(k) Endurance and fuel consumption.
(l) Speeds for various manoeuvres.
(m) Spinning possibilities and recovery of Twin Engine Aircraft.
(n) Flying one engine.
(o) Analysis of Flying accidents.

I have committed to memory the correct sequence of cockpit drill prior to and after taking off and prior to and after landing. I have carefully studied the diagrams describing a correct circuit and "Drill of Vital Actions" from "Before taking off" till Landing".

I have read and understood Station Flying Orders, and all Squadron and Flight Orders, relative to any and all types of flying carried out at this Unit.

F. B. McAneney
Signature of Pupil

D. S. Pelton Plo.
Signature of Instructor.

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
				Chief Flying Instructor		Weekly Total
No. 12 ELEMENTARY				H. G. McPherson		
FLYING TRAINING SCHOOL						Grand Total
11	17	Fleet	4614	Self		7, 9.
11	17	Fleet	4583	Self		6, 7, 9.
11	19	Fleet	4582	Martin	Self	6, 7, 9, 15
11	19	Fleet	4574	Self		6, 7, 9, 15
11	20	Fleet	4703	Martin	Self	10, 16
No. 12 ELEMENTARY				Chief Flying Instructor		Weekly Total
FLYING TRAINING SCHOOL				H. G. McPherson		
						Grand Total
11	22	Fleet	4627	Pequenat	Self	17, 12, 7, 9.
11	22	Fleet	4627	Self		17, 12.
11	22	Fleet	4627	Self		17, 12.
11	22	Fleet	4543	Self		15, 12
11	24	Fleet	4713	Self		17, 15
11	24	Fleet	4713	Self		15.
11	24	Fleet	4713	Pequenat	Self	15, 6, 10, 17.
11	24	Fleet	4713	Self		15, 12, 6
11	24	Fleet	4713	Self		17, 15
11	25	Fleet	4626	Pequenat	Self	19

GRAND TOTAL [Cols. (1) to (10)]

23 Hrs. 30 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
8:55	1:35												
8:55	1:35												
	1:00												
	:40												
:50													
	1:05												
:45													
1:35	2:45												
10:30	4:20												
1:05													
	1:00												
	1:00												
	1:00												
	55												
	35												
45													
	55												
	40												
:45											:45		
13:05	10:25										:45		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year Month	Year Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
11	26	Fleet	4602	Pequenat	Self	22
11	27	Fleet	4694	Pequenat	Self	19
11	27	Fleet	4694	Self		6, 12, 15, 17
11	27	Fleet	4694	Self		9, 9
11	27	Fleet	4573	F/O Kanaga	Self	20 hr. Check
11	27	Fleet	4694	Self		22
11	28	Fleet	4630	Pequenat	Self	19
11	28	Fleet	4630	Self		6-15-16-22
No. 12 ELEMENTARY FLYING TRAINING SCHOOL				Chief Flying Instructor H. A. McPherson		Weekly Total
						Grand Total
11	29	Fleet	4696	Pequenat	Self	7-8
11	30	Fleet	4586	Pequenat	Self	22-8-13
11	30	Fleet	4586	Self		22-12-6
11	30	Fleet	4703	Self		22-15-6
11	30	Fleet	4586	Pequenat	Self	19
12	2	Fleet	4578	F/O Kanaga	Self	Instrument Check
12	2	Fleet	4703	Self		17-22
12	4	Fleet	4694	Pequenat	Self	(35-19) 77
12	4	Fleet	4694	Self		22
						Weekly Total

GRAND TOTAL [Cols. (1) to (10)]

37 Hrs. 55 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Passenger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
:40													
1:00											1:00		
	1:10												
	:30												
:45													
	:50												
1:05											1:05		
	1:00												
6:05	9:35										2:50		
~~11:35~~	1355										2:50		
:20													
:55													
	1:00												
	1:00												
1:10											1:10		
:30											:30		
	55												
55											:35		
	40												
3:50	3:35										2:15		
20:25	17:30										5:05		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year Month	Year Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
				Chief Flying Instructor		Weekly Total
No. 12 ELEMENTARY				W. A. McPherson		
FLYING TRAINING SCHOOL						Grand Total
12	7	Fleet	4578	Self		6-15-17-22
12	7	Fleet	4578	Self		13
12	7	Fleet	4578	Self		12-15-17-22-(10)
12	11	Fleet	4602	Pequenat	Self	19
12	11	Fleet	4602	Pequenat	Self	22
12	11	Fleet	4602	Self		13
12	12	Fleet	4573	Pequenat	Self	Cross Country - Kitchener
12	12	Fleet	4573	Self		7-8
				Chief Flying Instructor		Weekly Total
No. 12 ELEMENTARY				W. A. McPherson		
FLYING TRAINING SCHOOL						Grand Total
12	13	Fleet	4586	Self		7-8-15
12	13	Fleet	4581	Pequenat	Self	M.R.
12	15	Fleet	4693	Pequenat	Self	(55m-19) 8
12	15	Fleet	4693	Self		7-8
12	17	Fleet	4703	Martin	Self	19
12	17	Fleet	4574	Self		6-15-17
12	17	Fleet	4583	Self		C.C. Kitchener

GRAND TOTAL [Cols. (1) to (10)]

53 Hrs. 15 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
3:50	3:35										2:15		
20:25	17:30										3:05		
	1:00												
	25												
	1:00												
:45											:45		
:45													
	45												
2:05													
	100												
3:35	4:0										45		
24:00	21:40										5:50		
	55												
35	0												
1:10											:55		
	1:00												
100											1:00		
	50												
	2:05												
26:45	26:30										7:45		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
12	17	Fleet	4583	Pequenat	Self	(1 hr. - 19) (6 - 15 mins.)
12	18	Fleet	4457	F/O Blunden	Self	50 Hour Check
12	18	Fleet	4631	Pequenat	Self	19
12	18	Fleet	4579	Self		22
12	19	Fleet	4580	Snider, L.	Self	18-18A-20-21
12	19	Fleet	4694	Self		7-8
12	19	Fleet	4713	Self		22
12	19	Fleet	4703	Pequenat	Self	19
				Chief Flying Instructor		Weekly Total
No. 12 ELEMENTARY FLYING TRAINING SCHOOL				H. A. Matheson		
						Grand Total

GRAND TOTAL [Cols. (1) to (10)]

60 Hrs. 50 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
1:15											1:00		
1:10													
1:00											1:00		
	1:05												
1:00													
	:40												
	1:00												
25											25		
7:35	7:35										4:20		11:30
				R. H. Kanaga, F/O. for CHIEF SUPERVISORY OFFICER No. 12 E.F.T.S. GODERICH, ONT.									
31:35	29:15										10:10		11:30
31:35	29:15										10:10		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1941-42 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Dec	22	Anson Mk III	6779	P/O Pelton	Self	1, 1A, 2, 3, 4, 4A, 5, 6, 7, 8, 16, 18, 18A
"	22	Anson Mk III	6779	P/O Pelton	Self	1, 1A, 2, 3, 4, 4A, 5, 6, 7, 8, 16, 18, 18A.
"	27	Anson Mk III	6774	P/O Pelton	Self	3-7-8
"	27	Anson Mk III	6774	P/O Pelton	Self	1A, 2, 3, 4, 5, 6, 7, 8, 13, 16 (L.W.F.)
"	27	Anson Mk III	6774	P/O Pelton	Self	1, 1A, 2, 3, 4, 5, 6, 7, 8, 14, 16
"	29	Anson Mk III	6774	P/O Pelton	Self	Test A/C
"	29	Anson Mk III	6774	P/O Pelton	Self	3, 4A, 5, 6, 7, 8, 12, 13, 15, 17
Jan.	5	Anson Mk III	6774	P/O Pelton	Self	6-7-8-~~16~~-20
"	7	Anson Mk III	6757	P/O Pelton	Self	3, 4A, 6, 7, 8
"	8	Anson Mk III	6774	P/O Pelton	Self	3, 5, 6, 7, 8, 16, 20 L.W.F.
"	8	Anson Mk III	6774	P/O Allan	Self	6, 7, 8.
"	10	Anson Mk III	6773	P/O Thompson	Self	Progress Check
"	13	Anson Mk III	6774	P/O Pelton	Self	3-6-7-8-4A
"	13	Anson Mk III	6774	Self		6-7-8

No. 5 S.F.T.S.

COURSE

GRAND TOTAL [Cols. (1) to (10)]
69 Hrs. 55 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
BRANTFORD, ONT.													
No. 45													
										:45			
				:45									
				:15									
				1:30									
										:45			
				:15									
				1:15									
				:35									
				1:00									
				:50									
				:30									
				1:05									
				:30									
					:35								
31:35	29:15			8:30	:35					1:30			11:30
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
JAN.	13	ANSON MK III	6774	SELF		3 · 6 · 7 · 8 · 15
"	14	ANSON MK III	6774	P/O PELTON	SELF	7-8
"	14	ANSON MK III	6774	SELF		3-6-7-8-15-4A
"	14	ANSON MK III	6774	SELF		6-7-8-16
"	14	ANSON MK III	6774	SELF		15-4A.
"	15	ANSON MK III	6774	P/O PELTON	SELF	SEQ. 19 (1:15) 4A-14
"	15	ANSON MK III	6774	SELF		6-7-8-15
"	16	ANSON MK II	7500	P/O PELTON	SELF	1A-3-6-7-8
"	16	ANSON MK II	7500	SELF		3-6-7-8-13-15
"	16	ANSON MK II	7500	SELF		4A-13-15
"	20	ANSON MK III	6756	P/O PELTON	SELF	4A
"	20	ANSON MK III	6757	P/O PELTON	SELF	6-7-8
"	20	ANSON MK II	7503	SELF		6-7-8 SEL.
"	20	ANSON MK III	6754	SELF		S.E.L.
"	21	ANSON MK II	7500	P/O PELTON	SELF	19
"	21	ANSON MK III	6752	SELF		4A, 13
"	21	ANSON MK III	6752	P/O PELTON	SELF	13
"	28	ANSON MK III	6774	SGT. BIDDLE	SELF	MAP READING
"	28	ANSON MK III	6774	SELF		13
"	29	ANSON MK III	6774	SGT. BIDDLE	SELF	MAP READING
"	29	ANSON MK II	8486	SELF		4A, S.E.L. 13
"	30	ANSON MK II	7503	SGT. MCEWAN	SELF	P.M. CHECK
						MONTHLY TOTAL

GRAND TOTAL [Cols. (1) to (10)]

90 Hrs. 20 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			8:30	:35					1:30			11:30
					:40								
				120									
					1:00								
					1:05								
					100								
				1:40							1:15		
					:35								
				:50									
					1:25								
					1:00								
				15									
				20									
					25								
					40								
				1:20							1:20		
					1:20								
				:30									
				1:40									
					1:00								
				:50									
					1:00								
				1:30									
				17:45	11:45						2:35		
31:35	29:15			17:45	11:45					1:30	12:45		11:30
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Jan.						Monthly Total
						Course Total
Jan.						
Feb.	2	Anson Mk III	6774	P/O. Pelton	Self	19
"	2	Anson Mk III	6773	Self		4A, S.E.L.
"	2	Anson Mk III	6774	P/O Hetherington	Self	25
"	3	Anson Mk III	6779	P/O Hetherington	Self	19. 2 B.T.O.
"	10	Anson Mk III	6753	P/O Hetherington	Self	19
"	11	Anson Mk III	7500	P/O MacDonald	Self	13
"	11	Anson Mk III	7178	Self		4A-13-15-S.E.L.
"	11	Anson Mk III	6773	F/Lt. Lecompte	Self	Night (25) 7-8
"	11	Anson Mk III	6773	F/Lt. Lecompte	Self	Night (25) 7-8
"	18	Anson Mk III	6772	Sgt. Lockhart	Self	4A-6-7-8-13-15-S.E.L.
"	20	Anson Mk III	6754	F/Lt. Thompson	Self	Progress Check
"	23	Anson Mk III	6756	Self		4A-6-7-8-13-15-17-S.E.L.
"	23	Anson Mk III	6756	Sgt. Lockhart	Self	4A-6-7-8-13-15-17-S.E.L.
"	23	Anson Mk III	6756	Self		4A-6-7-8-13-15-S.E.L.
"	24	Anson Mk II	7503	Self	Sgt. Goodwin L.A.C. Brietbaupt.	Armament.

GRAND TOTAL [Cols. (1) to (10)]

102 Hrs. 25 Mins.

Totals Carried Forward

AIRCRAFT
UT

This is to certify that LAC McANENEY

is qualified to carry passengers in Avro Anson Aircraft, when especially authorised to do so.

Recommended "Joe" S Secombe Flt/Lt. O.C. "A" Flight

Approved [illegible] Sqn/Ldr. O.C. Squadron
5 S.F.T.S., R.C.A.F.,
Brantford, Ontario.

Date

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
				:40									
					1:30								
							:55						
							1:15						
				1:15									
				1:00									
					1:30								
				1:30									
					1:20								
					:50								
31:35	29:15			25:50	17:35		3:10				16:25		11:30

Year 1942 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Jan.						Monthly Total
						Course Total
Jan.						
Feb.	2	Anson Mk III	6774	P/O. Pelton	Self	19
"	2	Anson Mk III	6773	Self		4A, S.E.L.
"	2	Anson Mk III	6774	P/O Hetherington	Self	25
"	3	Anson Mk III	6779	P/O Hetherington	Self	19. 2 B.T.O.
"	10	Anson Mk III	6753	P/O Hetherington	Self	19
"	11	Anson Mk III	7500	P/O MacDonald	Self	13
"	11	Anson Mk III	7178	Self		4A-13-15-S.E.L.
"	11	Anson Mk III	6773	F/Lt. Lecompte	Self	Night (25) 7-8
"	11	Anson Mk III	6773	F/Lt. Lecompte	Self	Night (25) 7-8
"	18	Anson Mk III	6772	Sgt. Lockhart	Self	4A-6-7-8-13-15-S.E.L.
"	20	Anson Mk III	6754	F/Lt. Thompson	Self	Progress Check
"	23	Anson Mk III	6756	Self		4A-6-7-8-13-15-17-S.E.L.
"	23	Anson Mk III	6756	Sgt. Lockhart	Self	4A-6-7-8-13-15-17-S.E.L.
"	23	Anson Mk III	6756	Self		4A-6-7-8-13-15-S.E.L.
"	24	Anson Mk II	7503	Self	Sgt. Goodwin L.A.C. Brietbaupt.	Armament.

GRAND TOTAL [Cols. (1) to (10)]

102 Hrs. 25 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	29:15			17:45	11:45					1:30	12:45		11:30
				17:45	11:45					1:30	2:35		
				17:45	11:45					1:30	2:35		
				1:20							1:20		
					:40								
							1:00						
				:30							:30		
				1:50							1:50		
				:40									
					1:30								
							:55						
							1:15						
				1:15									
				1:00									
					1:30								
				1:30									
					1:20								
					:50								
31:35	29:15			25:50	17:35		3:10				16:25		11:30
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

S/LDR.
O.C., No. 1 SQUADRON
No. 5 S.F.T.S., R.C.A.F.,
BRANTFORD, ONTARIO

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Feb.	24	Anson Mk III	7503	Sgt. Lockhart	Self	4A-6-7-8
"	26	Anson Mk III	6756	Self		4-6-7-8
"	26	Anson Mk III	6756	Self		6-7-8
"	26	Anson Mk III	8486	Sgt. Lockhart	Self	6-7-8-15
"	27	Anson Mk III	6754	Sgt. Lockhart	Self	6-7-8-15-4A-13
"	27	Anson Mk III	6754	Self		6-7-8-SEL.
"	28	Anson Mk III	8486	Sgt. Lockhart	Self	4A-6-7-8-13-15-SEL.
"	28	Anson Mk III	8486	P/O Stephen	Self	4A-6-7-8-13-15-16-SEL.
"	28	Anson Mk III	8486	Self		4A-15-16-S.E.L.
"	28	Anson Mk III	7503	Self		6-7-SEL.
"	28	Anson Mk III	6772	F/Lt. Hamber	Self	Progress Check
						Monthly Total
						Course Total
Mar	1	Anson Mk III	6779	Self		#1 Cross Country
"	1	Anson Mk III	6757	Self		4A-5-6-7-8-13-15-SEL.
"	1	Anson Mk III	6757	Self		4A-6-7-8-S.E.L.
"	1	Anson Mk III	6754	F/L. Lecomte	Self	Formation
"	2	Anson Mk III	6757	Sgt. Lockhart	Self	19
"	2	Anson Mk III	6757	Self		4A·6·7·8·S.E.L.
"	2	Anson Mk III	6757	Sgt. Lockhart	Self	19
"	4	Anson Mk III	6756	Self		13·15·16·4A·S.E.L.
"	4	Anson Mk III	6756	L.A.C. Webb	Self	#2 Cross Country.

GRAND TOTAL [Cols. (1) to (10)]
131 Hrs. 45 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			25:50	17:35		3:10			1:30	16:25		11:30
				1:00									
					:30								
					1:05								
				1:15									
				1:05									
					:45								
				1:00									
				1:05									
					1:10								
					:50								
				1:00									
				14:36	10:10		3:10				3:40		
				32:15	21:55		3:10			1:30	6:15		
					2:35								
					1:00								
					:40								
				:50									
				1:30							1:30		
					1:05								
				:40							:40		
					1:05								
						2:05							
31:35	29:15			35:15	28:20	2:05	3:10			1:30	18:35		11:30
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
March						
Mar.	5	Anson Mk III	6758	Self		13-15-16-4A
"	7	Anson Mk III	7178	Self		4A-6-7-8-13-15-16 S.E.L.
"	7	Anson Mk III	6753	Self		6-7-8-S.E.L.
"	7	Anson Mk III	6773	F/L Lecomte	Self	19.
"	7	Anson Mk III	6754	Self.	L.A.C. Jones L.A.C. Wild	C.O. Armament.
"	8	Anson Mk III	6772	Self	L.A.C. Jordan	#2 Cross Country.
"	8	Anson Mk III	6773	Self	L.A.C. Jordan	#3 Cross Country
"	10	Anson Mk III	6757	Sgt. Lockhart	Self	19.
"	13	Anson Mk III	6753	F/S Scott	L.A.C. Maxwell Self	#5 Cross Country
"	13	Anson Mk III	6753	Self		4A-6-7-8-13-15 S.E.L.
"	13	Anson Mk III	7081	F/L Booth.	L.A.C. Maxwell Self	#5 Cross Country
"	12	Anson Mk III	6752	L.A.C. Webb	Self	#4 Cross Country
"	12	Anson Mk III	7503	Self	L.A.C. Webb	#4 Cross Country
"	15	Anson Mk III	6752	Self		4A-S.E.L.
"	17	Anson Mk III	6757	L.A.C. Burston	Self	#3 Cross Country
"	18	Anson Mk III	7178	L.A.C. Jones	Self	19 (Mutual)
"	18	Anson Mk III	7178	Self	L.A.C. Jones	19 (Mutual)
"	19	Anson Mk III	6756	Self	L.A.C. Breithaupt	#6 Cross Country
"	19	Anson Mk III	6773	F/L. Lecomte	Self	Formation
"	20	Anson Mk III	6753	L.A.C. Marshall	Self	#6 Cross Country
"	20	Anson Mk III	6756	F/L Lecomte	Self	Night 7-8 - 25'
"	20	Anson Mk III	6756	F/L Lecomte	Self	Night 6-7-8 - 25'
"	20	Anson Mk III	6756	Self		25' (6-7-8)

GRAND TOTAL [Cols. (1) to (10)]

168 Hrs. 45 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			35:15	28:20	2:05	3:10			1:30	18:35		11:30
					1:20								
					1:05								
					:40								
				1:00							1:00		
					:50								
					2:15								
					2:50								
				1:00							1:00		
				2:35									
					:50								
						2:35							
						2:10							
					2:20								
					1:00								
						2:35							
						45							
					45						:45		
					3:40								
				1:15									
						3:15							
							:56						
							:45						
								1:10					
31:35	29:15			41:05	45:55	13:25	4:45	1:10		1:30	21:20		11:30
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
MAR.						
	20	Anson III	6756	F/L Lecomte	Self	25
	20	Anson III	6756	F/L Lecomte	Self	25
	20	Anson III	6756	Self		25
	22	Anson II	7178	Self	LAC. Burston	19 (Mutual)
	22	Anson III	6773	F/O Mason	Self	19 Brantford - Kohler
	22	Anson III	6773	P/O Pelton	Self	19 Kohler - Brantford
	23	Anson II	7500	F/O Mason	Self	19
	23	Anson II	8486	Self		6-7-8-17-13
	23	Anson II	8486	P/O Coffee	Self	19
	23	Anson II	8486	P/O Coffee	Self	19
	24	Anson III	6754	Self		Height Test
	24	Anson III	7503	Self		Formation
	24	Anson III	6758	P/O Allan	Self	25
	24	Anson III	6753	Self		25
	24	Anson III	6753	Self		25
	25	Anson III	6779	Self	LAC. Merrifield	#7 Cross Country
	25	Anson II	7178	P/O Hetherington	LAC. McRae Self	#1 Night Cross Country
	25	Anson II	7178	P/O Hetherington	LAC. McRae Self	#1 Night Cross Country
	26	Anson II	7081	LAC. Grove	Self	#7 Cross Country
	26	Anson II	7081	F/S Offler	LAC. McRae Self	#2 Night Cross Country
	26	Anson II	7081	F/S Offler	LAC. McRae Self	#2 Night Cross Country
	27	Anson III	6758	P/O Hetherington	Self	19 - #1 Inst. Test.
	27	Anson II	7178	LAC. Webb	Self	Advanced Formation Cross Country

GRAND TOTAL [Cols. (1) to (10)]
198 Hrs. 50 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			41:05	45:55	13:25	4:45	1:10		1:30	21:20		11:30
							:50						
							:45						
								1:10					
					1:10						1:10		
				30							:30		
				30							:30		
				1:05							1:05		
					1:00								
						1:00					1:00		
						1:00					1:00		
					1:00								
					1:00								
							:45						
								1:25					
								:55					
					2:45								
										1:35			
							1:50						
						3:30							
										2:30			
							2:30						
				1:25							1:25		
						2:15							
											19:50		
31:35	29:15			46:35	52:50	21:10	9:50	3:30		5:35	28:00		11:30
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Mar.						
Mar	31	Anson III	6773	Self	Breithaupt	19 (Mutual) S.E.L.
"	31	Anson III	6752	Self		Formation
						Monthly Total
						Course Total
April	1	Anson II	8486	F/Sgt. Lockhart	Self	19. Large Inst. Triangle
"	1	Anson II	8486	Self	Marshall	19 (Mutual)
"	1	Anson II	8486	Self		Advanced Formation
"	3	Anson II	7500	F/S Lockhart	Self	19
"	3	Anson II	7500	F/S Lockhart	Self	19
"	3	Anson II	7079	F/O Mason	Self	19 Inst. Test
"	3	Anson III	6752	F/O McKay	Self	Wings Test
"	3	Anson II	7599	F/O Mason	Self	26
"	4	Anson II	7599	Self		26
"	4	Anson III	6738	F/S Lockhart	Self	19 (Advanced)
"	5	Anson II	7596	Self		26
"	5	Anson II	7599	Self		26
"	5	Anson II	7178	F/O Hetherington	Self	25
"	5	Anson II	7599	Self		25
"	5	Anson II	7599	Self		25
	6	Anson II	7596	F/S Lockhart		Cloud Flying - 19
	6	Anson II	7599	Self		26

GRAND TOTAL [Cols. (1) to (10)]

221 Hrs. 40 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31 35	29 15			46 35	52:50	21:10	9:50	3:30		5:35	28 00		11:00
					1:30						1:30		
					1:00								
				34:20	33 25	21:10	6 40	3:30		4:05	13:05		
				46 35	55:20	21:10	9:50	3:30		5:35	17:50		
				1:20							1:20		
					1:10						1:10		
					1:55								
				1:20							1:20		
				1:10							1:10		
				:35							:35		
				1:05									
				:50									
					1:25								
				2:00							2:00		
					1:15								
					1:10								
							:15						
								1:20					
								1:10					
				1:35							1:35		
					:45								
31:35	29:15			56 30	63 00	21:40	10 05	6:00		5:35	27:00		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year '42		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
APRIL						
APR.	6	Ansaldo II	7081	F/O Allan	Self	19
						Monthly Total
						Grand Total

GRAND TOTAL [Cols. (1) to (10)]

218 Hrs. 55 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			56:30	63:00	21:40	10:05	6:00		5:35	38:10		11:30
				:50							:50		
				10:45	7:40		:15	2:30			10:00		28:45
31:35	29:15			57:20	63:00	21:40	10:05	6:00		5:35	27:50		40:15
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

E.C. Hamber Flt
for O.C., No. 1 SQUADRON
No. 5 S.F.T.S., R.C.A.F.,
BRANTFORD, ONTARIO

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—					ght Forward

Design a plane, the head men say,
It must be built in such a way,
That the dumbest mug can fly hands off,
Make the hardest landings still feel soft,
Make up for brains that the pilot lacks,
Make the seats lean forward and still lean back,
Supply the demand will be the thing,
Forget the span of chord and wing,
The spar must be just six feet long,
For scraps of spruce cost but a song.
The fuselage can be tied with string,
Or by a similar method hung to the wing,
It must be safe and in the main,
Be able to withstand a hurricane,
It must be fast and not land hot
(What a helluva job the designer's got).
Fast and light and comfortable too,
With a cruising range to Timbuctoo.
Of course, this is no common hack,
For it must carry the load of a ten ton Mack.
It must climb straight up and land straight down,
But the pilot must scarcely feel the ground.
Yes, flaps and brakes and retracting gear,
Hell's bell! They must think the Millennium's here,
And one last word the head men say,
It's got to be finished by yesterday.
On second thought, there's one thing more,
They'll have to sell at the .10¢ store.

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

Totals Carried Forward

SUMMARY of FLYING and ASSESSMENTS FOR ADVANCED TRAINING COURSE.....19...
(For Officer, insert "JUNE"; For Airman Pilot, insert "AUGUST.")

	S.E. AIRCRAFT		M.E. AIRCRAFT		TOTAL	GRAND TOTAL All Service Flying
	Day	Night	Day	Night		
DUAL	31:35		57:20	10:05	99:00	
PILOT	29:15		63:00	6:00	98:15	
PASSENGER	---	---	---	---	5:35	
SECOND PILOT					21:40	218:55

ASSESSMENT of ABILITY
(To be assessed as : -- Exceptional, Above the Average, Average, or Below the Average)

(i) AS A....pupil....PILOT...Average.....

(ii) AS PILOT-NAVIGATOR/NAVIGATOR Average/Above Average.....

(iii) INSTRUMENT FLYING.....Average.....

(iv) IN AIR GUNNERY.....Not Assessed.....

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

.....Nil.....

Signature E.C. Hamber F/Lt.
for O.C., No. 1 SQUADRON
No. 5 S.F.T.S., R.C.A.F.
BRANTFORD, ONTARIO

Date....10-4-42.....

Officer Commanding.....

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
				Commencement Of Flying Training		
June	23					
June	24	Oxford	6575	F/O Sidebottom	Self.	11a.
June	24	Oxford	6575	F/O Sidebottom	Sgt. Ainsworth.	11a.
June	25	Oxford	4158	F/O Sidebottom	Self.	11a. 2.3.4.5.6.7.8.18.18a. No. Stalling.
June	26	Oxford	688	F/O Sidebottom	Self.	6.7.8.3.8a.9.
June	28	Oxford	6645	F/O Sidebottom	Self	6.7.8. overshooting.
June	28	Oxford	6645	F/Lt. Parvin	Self	Solo Test. (Pass)
June	28	Oxford	6645	Self		"
June	29	Oxford	6645	F/O Sidebottom	Self.	
June	29	Oxford	6645	Self.		6.7.8.
June	29	Oxford	760	Self.		6.7.8
						Monthly Total.

Summary for June 1942
Unit #12 P.A.F.U. Aircraft
Date July 15, 1942 Types
Signature B. McFreney

1. Oxfords
2.
3.
4.

GRAND TOTAL [Cols. (1) to (10)]
225 Hrs. 20 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Passenger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
At No. 12 A.F.U., Grantham, Lincolnshire.													
				:15									
										:15			
				1:00									
				1:20									
				:45									
				:10									
					:40								
				:20									
					:50								
					1:05								
				3:00	2:35								
				3:50	2:35								
		Y. Parvin Flt. O.C. No 1 Flight.						J. Hutton S/L					
						checked: JH							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
July	1	Oxford	690	F/O Sidebottom	Self	1 F.T.O. 19 A.B.C.D.E.F.G. l.m. 8A.9A.
..	2	..	4828	Self		6. 7. 8. 13. 15.
..	3	..	6645	F/O Sidebottom	Self	13. 15.
..	3	..	6645	Sgt. Ainsworth	Self	Local. I.F.
..	3	..	6645	Self	Sgt. Ainsworth	Local. I.F.
..	6	..	6645	F/O Sidebottom	Self	13. 15
..	6	..	6645	Self		13.
..	6	..	4828	Self		15.
..	7	..	4828	F/O Sidebottom	Self	Nav.
..	7	..	4828	Self		Nav.
..	8	..	6645	Self		13. 15
..	9.	..	6645	Self		8A-9A. 13. 15.
..	10	..	678	F/O Sidebottom	Self	14. 15
..	10	..	678	Self.		8A. 9A. 13.
..	12	..	4149	F/O Sidebottom	Self	I.F. G.H.J.K.L.M.N.
..	12	..	4149	Self.	Sgt. Ainsworth	Local I.F. (Mutual)
..	12	..	4149	Sgt Ainsworth	Self.	Local I.F. (Mutual)
..	12	..	706	F/O Sidebottom	Self	S.N.F. 23.
..	13	..	7980	Self	Sgt. McGavock	Local. I.F.
..	13	..	9980	Sgt. McGavock	Self	Local. I.F.
..	13	..	755	Self		6. 7. 8. 9A. 13. 15
..	21	..	4153	F/O. Turner.	Self	6. 7. 8. 13
..	21	..	9986	Self		6. 7. 8. 8A. 9A. 13.

GRAND TOTAL [Cols. (1) to (10)]

249 Hrs. 00 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			57:20	63:00	21:40	10:05	6:00		5:35	27:30		40:15
				2:00							1:30		
					1:15								
				:50									
										:45			
					:45							:40	
				1:45									
					1:15								
					:50								
				:55									
					1:30								
					1:00								
					1:10								
				50									
					1:10								
				1:00							1:00		
					:45							:40	
										:45			
							SNF 1:15						
					:40							:35	
										:40			
					1:00								
				1:15									
					1:15								
31:35	29:15			69:45	78:10	21:40	11:20	6:00		7:45	30:00	1:55	46:15
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
July	21					
"	21	Oxford	9980	Self		8a. 9a. 13.
"	22	"	4153	"		13.
"	24	"	1836	"		Map Reading.
"	24	"	1836	"		8a. 9. 13
"	26	"	656	"		8a. 9a.
"	26	"	655	"		13.
"	26	"	755	"		13.
"	26	"	755	"		13.
"	28	"	871	"	Sgt. Thomas	19 (Mutual)
"	28	"	871	Sgt. Thomas	Self	19 (Mutual)
"	29	"	772	F/O Aldis	Self	Nav. Test (Pass)
"	29	"	768	Sgt. Brooke	"	2 Landings 1 o/s. 23
"	29	"	768	Self.		3 Landings 1 o/s. 23
"	27	"	6646		"	3 Landings 23
"	30	"	655	Self	"	#1 Cross Country.
"	29	"	768	"		Ferry a/c to Harlaxton
"	31	"	687	"		#2 Cross Country
"	31	"	687	"		13, 15.
						Monthly Total
						Course Total

Summary for July 19 42 | 1 Oxfords.
Unit #12 (P) A.F.U. Aircraft
Date Aug. 1st, 1942 Types
Signature B. McAnency

F Darwin F/Lt OCIFLIGHT
J. H. Sutton F/Lt OC. 2 Squadron

GRAND TOTAL [Cols. (1) to (10)]
267 Hrs. 40 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			69:45	78:10	21:40	11:20	6:60		7:45	30:00	1:55	46:15
					1:35								
					1:15								
					1:35								
					1:00								
					1:10								
					1:05								
					1:20								
					:45								
					:55							:50	
										:55			
				:45						:45			
							:35						
								:55					
							1:20						
					2:00								
					:10								
					2:25								
					1:05								
				9:20	28:55		3:10	:55		4:00	2:30	2:45	
				18:10	31:30		3:10	:55		4:15	2:30	2:45	
31:35	29:15			70:30	94:30	21:40	13:15	6:55		9:25	30:00	2:45	46:15
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

checked

Year 1942		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
			Beam	Approach	Training	at
July	14	Oxford	V.4097	P/O. Youseman	Self.	Ex. 1. 2.
"	14	"	V.4100	"	"	3.
"	14	"	V.4100	"	" Sgt Marean.	3.
"	15	"	V.4130	P/O. Christiansen	"	4. 5.
"	15	"	V.4099	P/O. Youseman	"	7.
"	15	"	V.4099	"	" Sgt Marean	7.
"	15		V.4099	"	"	7.
"	15		V.4099	"	" Sgt Marean	7.
"	16		V.4097	"	"	7.
"	16		V.4097	"	"	7.
"	16		V.4097	"	"	7.
"	17		V.4099	"	"	7.
"	18		V.4099	"	"	7. 8
"	18		V.4100	"	"	9
"	19		V.4130	Sgt. Sanders	"	8. 9
"	19	"	DF305	S/Ld McIntosh	" Cpl. Chapman	
						Course Totals.
	19					

GRAND TOTAL [Cols. (1) to (10)]
279 Hrs. 20 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			69:45	76:55	21:40	11:20	6:00		7:45	31:15	1:55	46:15
#	17	O.T.U.,		Upwood,			Lincs.						
				1:00									
				:45									
										:45			
				1:00							1:00		
				:45							:45		
										:45			
				:55							:55		
										:55			
				1:00							1:00		
				:45							:45		
										:45			

No. 1511 B.A. APPROACH TRAINING FLIGHT.

Course No. 32 From.- 13. 7. 42 To.- 20. 7. 42

ASSESSMENT of Beam Flying on conclusion of Course.

Mc AMENY.

	Ex.	A/Av.	Av.	B/Av.	Poor
Knowledge of Beam procedure			A+		
Knowledge of Receiver application			A-		
Application			A+		
Instrument flying			A+		
Cloud Flying			A+		
Night Flying			—		
Skill in landing			—		

........[signature]........ S/Leader
Chief Flying Instructor

6:00

I. Sgt.

55 46:15

(3) (14)

Year 1942		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
			Beam	Approach	Training	at
July	14	Oxford	V.4097	P/O. Youseman	Self.	Ex. 1. 2.
"	14	"	V.4100	"	"	3.
"	14	"	V.4100	"	" Sgt Marean.	3.
"	15	"	V.4130	P/O. Christiansen	"	4. 5.
"	15	"	V.4099	P/O. Youseman	"	7.
"	15	"	V.4099	"	" Sgt Marean	7.
"	15		V.4099	"	"	7.
"	15		V.4099	"	" Sgt Marean	7.
"	16		V.4097	"	"	7.
"	16		V.4097	"	"	7.
"	16		V.4097	"	"	7.
"	17		V.4099	"	"	7.
"	18		V.4099	"	"	7. 8
"	18		V.4100	"	"	9
"	19		V.4130	Sgt. Sanders	"	8. 9
"	19	"	DF305	S/Ld McIntosh	" Cpl. Chapman	
						Course Totals.
	19					

GRAND TOTAL [Cols. (1) to (10)]
279 Hrs. 20 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			69:45	76:55	21:40	11:20	6:00		7:45	31:15	1:55	46:15
# 17 O.T.U., Upwood, Lincs.													
				1:00									
				:45									
										:45			
				1:00							1:00		
				:45							:45		
										:45			
				:55							:55		
										:55			
				1:00							1:00		
				:45							:45		
										:45			
				1:00							1:00		
				1:00							1:00		
				1:00							1:00		
				1:00							1:00		
				1:30						:15	1:30		
				11:40						3:25	9:45		6:00
Signature of C.F.I. [signature] S/L. O.C. 1511 B.A.T.S. Flt.													
31:35	29:15			81:15	76:55	21:40	11:20	6:00		11:10	41:00	1:55	46:15
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
Aug.						
"	1	Oxford	6645	Self		local Map Reading.
"	1	"	6645	F/O Sidebottom	Self	Ex. #14 L.L.C.C.
"	1	"	678	Sgt. Frank	"	L N.F. Precision.
"	1	"	676	Self		N.F. 1 Landing
"	4	"	655	"		9.13.
"	4	"	685	"		8a.9a.13.15
"	5	"	772	F/O Sidebottom	"	13. Stalling.
"	5	"	772	Self		13
"	6	"	772	"		13.
"	6	"	772	"	Sgt. Robertson, J.A.	Ex13. #3 Cross Country
"	7	"	696	F/O Sidebottom.	Self	14. Burst Tail Wheel Tyre
"	7	"	9980	Self		13.
"	9	"	772	"		8a.9a.13
"	9.	"	768	"		Ferrying from Harlaxton
"	9	"	688	"		9.13.15.
"	9	"	755	Sgt. Pierson, J.A.	"	Ex.13. A/C U/S. Force Landed.
"	12		655	Self		Ferrying Harlaxton
"	12		3575	Sgt. Mepham		3 Landings
"	12		3575	Self		6 Landings
"	12		6643	F/O Charles		9.10.17
"	12		6792	"		I.F.
"	13		1109	Self	Sgt. Tucker	I.F.
"	14		4625	"	F/O Jarvis	Ex. 13. C.C.

GRAND TOTAL [Cols. (1) to (10)]
304 Hrs. 50 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			82:10	94:30	21:40	13:15	6:55		12:50	39:45	2:45	46:15
					1:05								
				1:30									
							20						
								15					
					1:15								
					1:05								
				1:00									
					1:10								
					1:00								
					2:20								
				:45									
					1:20								
					1:20								
					:15								
					1:15								
										1:00			
					:10								
							1:25						
								1:30					
				1:50									
				1:00							:50		
					1:10					1:10		1:05	
				2:30									
31:35	29:15			90:45	107:55	21:40	15:00	8:40		15:00	40:35	3:50	46:15
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Aug	14	Oxford	758	Sgt. Carder		Ex. 14. L.L. C.C.
"	14	"	3584	P/O. Church		N.F. Precision: 1 landing.

Summary for August 19 42
Unit #12 (P) AFU
Date 16/8/42
Signature B. McAmeny

Aircraft Types
1. Oxfords
2.
3.
4.

Summary for A.F. Course 19 42
Unit #12 (P) AFU
Date 16/8/42
Signature B. McAmeny

Aircraft Types
1. Oxfords
2.
3.
4.

GRAND TOTAL [Cols. (1) to (10)]
307 Hrs. 50 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			90:45	107:55	21:40	15:00	8:40		15:00	40:35	3:50	46:15
				2:00									
							1:00						
				10:35	13:25		2:45	1:45		2:10	·50	1·05	
				23:45 1·155	44·55		5·55	2·40		6·25	3·00	3·50	3·30.
O.C. 'B' Flight.					F/Lt.			O.C. 1 Squadron.				S/Ldr.	
31:35	29:15			92:45	107:55	21:40	16:00	8:40		15:00	40:35	3:50	49:45
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

PROFICIENCY AS PILOT ON TYPE: Average +

To be assessed :- EXCEPTIONAL; ABOVE THE AVERAGE; AVERAGE; BELOW THE AVERAGE.

Any special faults in flying which must be watched :-

A H Abbott. W/CDR

CHIEF INSTRUCTOR ROYAL AIR FORCE

No 12 SERVICE FLYING TRAINING SCHOOL

Date 18/8/42

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Passenger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
				Commencement		of Flying
Sept.						
Oct.	7	Wellington Ic	2848	F/S Mitchell	Self	Fam. + Dual.
"	13	"	2574	P/O Baker	Self	Dual Circuits. - Overshoots.
"	15	"	2574	P/O Baker	Self	Dual :- 1 Flapless Lndg, 1 Overshoot
"	17	"	1211	S/L Bright	Self	Dual :- S/E Flying.
"	17	"	1211	Self	Sgt. Jeffries	Solo.
"	22	"	9613	F/Lt. Brinton	Self	S.E.L. O/S. F/L.
"	22	"	"	Self	Crew.	C+L.
"	24	"	2848	"	"	C+L.
"	28	"	9613	F/Lt. Brinton	Self	XC. 7 Bombs.
					Crew.	
"	31	"	1211	Self	"	XC.

SUMMARY FOR OCTOBER 1941
UNIT 21 O.T.U.
DATE 31st OCTOBER
SIGNATURE

1
2 Wellington
3
4

GRAND TOTAL [Cols. (1) to (10)]
330 Hrs. 15 Mins.

Totals Carried Forward

Certified that I have been instructed in, and am fully conversant with, the hydraulic, oil and petrol system (including the overload system), of the Wellington a/c.

Signed ..... Pupil

Countersigned ..... INSTRUCTOR

~~Officer i/c Crew Procedure Room~~.

Date 16-10-42

Certified that I have been instructed and practised in Parachute and Dinghy Drill with my crew, and am satisfied as to their competency in these drills.

Signed ..... Pupils

Countersigned ..... INSTRUCTOR.

~~Officer i/c Crew Procedure Room~~.

Date 16-10-42

drill				2.00									
signed					.15								
				1.35									
Dinghy Drill			RB		2.00								
Dinghy Drill			RB		2.40								
Dinghy Drill			RB			4.40					1.30		
Dinghy Drill			RB		4.10							3.00	
		TOTAL FLYING HOURS (OCTOBER) 22 HRS 25 MINS											
						SIGNED							
											S/LDR.		
							O.C.	E	FLT	EDGEHILL			
31:35	29:15			98:25	120:00	26:40	11:20	6:00		18:40	42:05	6:50	46:15
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
				Commencement		of Flying
Sept.						
Oct.	7	Wellington Ic	2848	F/S Mitchell	Self	Fam. + Dual.
"	13	"	2574	P/O Baker	Self	Dual Circuits. - Overshoots.
"	15	"	2574	P/O Baker	Self	Dual :- 1 Flapless Lndg, 1 Overshoot
"	17	"	1211	S/L Bright	Self	Dual :- S/E Flying.
"	17	"	1211	Self	Sgt. Jeffries	Solo.
"	22	"	9613	F/Lt. Brinton	Self	S.E.L. O/S. F/L.
"	22	"	"	Self	Crew.	C+L.
"	24	"	2848	"	"	C+L.
"	28	"	9613	F/Lt. Brinton	Self	XC. 7 Bombs.
					Crew.	
"	31	"	1211	Self	"	XC.

SUMMARY FOR OCTOBER 1941
UNIT 21 O.T.U.
DATE 31st OCTOBER
SIGNATURE

1
2 Wellington
3
4

GRAND TOTAL [Cols. (1) to (10)]
330 Hrs. 15 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Training at No. 22 O.T.U., Wellesborne, Wars.													
This is to certify										CREW TRAINING.			
that Sgt McAneney				.50						.50			
is fully conversant				1.15						2.50			
with his cockpit				↓									
drill				2.00									
signed [illegible] F/Lt.					.15								
				1.35									
Dinghy Drill			RB.		2.00								
Dinghy Drill			RB.		2.40								
Dinghy Drill			RB.			4.40					1.30		
Dinghy Drill			RB.		4.10							3.00	
		TOTAL FLYING HOURS (OCTOBER) 22 HRS 25 MINS.											
						SIGNED		J. Bright					
											S/Ldr.		
							O.C.	E Flt		EDGEHILL.			
31:35	29:15			98:25	120:00	26:40	11:20	6:00		18:40	42:05	6:50	46:15
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1942. Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Nov.						
	6.	Wellington	1211	Self	Crew.	XC.
"	6.	"	2574	P/O Shaw.	Self	Dual.
"	6	"	"	Self	Crew.	Solo
"	7	"	9613.	F/Lt. Rees	Self	Check
"	7	"	"	Self	Crew.	Solo C.+L.
"	8	"	9818	"	"	" "
"	14	"	9613.	"	"	XC.
"	16	"	2739	"	"	From Gaydon.
"	15	"	2739	"	"	XC.
"	17	"	810	"	"	Bullseye.
"	9	"	563.	P/O Muller		
"	20	"	1211	Self	Crew.	XC. Crashed.
"	18	"	1142	Self	Crew	XC. and Photography.
"	20	"	1142	Self	Crew	From Harwell.
"	18	"	9613	Self	Crew	Load take off. Bombing

W J Rees F/Lt.
O/C "E" Flight.
21 O.T.U.
Edgehill.

SUMMARY FOR ~~Nov.~~ COURSE. 1942.
UNIT 21 O.T.U. WELLINGTON
DATE 21 Nov: 1942.
SIGNATURE W J Rees F/Lt.

GRAND TOTAL [Cols. (1) to (10)]
384 Hrs. 30 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Dingly Drill	RHB				5.05								
							2.00				1.00		
								.30				.15	
							.25						
								3.45				2.00	
								2.10				1.30	
					7.10								
					1.10								
								5.15			2.00	2.00	
								5.30				2.00	
									5.10		2.30		
								6.05				2.00	
								4.50				2.00	
					.45								
					1.45								
				5.40	28.00	4.40	2.25	28.05	5.10	2.40	5.30	11.45	
31:35	29:15			98:25	135:55	26:20	18:25	36:45	5:10	17:40	46:05	15:35	61:45
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

PRO-FORMA X/4 (Revised)

To Sgt McAneney

Date 23/3/43

The Commandant and Members of the Air Crew Re-Selection Board, Brighton, would like to hear, in approximately two months from the above date, how you are progressing since your interview. It should be understood that for Service reasons you will not receive a reply to your letter, which should be addressed to the Commandant.

To Rabat Sali. 7:30.
To Maison Blanche
To Oudna 1.
To Oudna 2.
To Cerignola.

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year	Aircraft	Pilot, or	2nd Pilot, Pupil	Duty

1. Air Experience. 1A. Familiarity with cockpit layout, including action in the event of fire: abandoning aircraft; fuel, oil, cooling, hydraulic, emergency and brake systems. (Also to be done on cockpit drill fuselages.)
2. Effect of controls. 3. Taxying.
4. 4A. Cruising, Straight and Level Flight. 4B. Flying on one engine (M.E.)
5. Stalling. 6. Climbing and descending.
7. 7A. Medium turns. 7B. Medium turns without engine.
   7C. Turns on one engine (M.E.)
8. 8A. Taking off into wind. 8B. Failure of engine during and after take off. (M.E.)
9. 9A. Engine assisted approach and landing.
   9B. Landing without flaps. 9C. Going round again. 9D. Runway Landing.
10. 10A. Gliding approach and landing.
    10B. Approach and landing with one engine. (M.E.)
11. Spinning. 12. First solo. 13. Climbing turns.
14. Side slipping in gliding turns.
15. 15A. Steep turns. 15B. Steep turns without engine.
16. Instrument flying. 17. Low flying.
18. Precautionary landings including take-off from a confined space.
19. Forced landings.
20. [illegible] 50 (b) [illegible]
21.
22. 22A. Taking off out of wind. 22B. Landing out of wind.
23.
24. Aerobatics. 25. Night Flying. 26. Cross country test.
27. Formation Flying.

I.F. Ex. A. Reaction to change of lateral Level.
B. Reaction to change of direction.
C. Level flights at different throttle settings.
D. Variations of airspeed at constant height.
E. Climbing.
F. Descending.
G. Variation of height at constant speed.
H. Standard descent for B.A.
J. Turns.
K. Climbing and descending turns.
L. Turns on to Course.
M. Taking off.
N. Going round again.
O. I/F with turn and side slip indicator and A.S.I. only.
P. I/F on one engine.
Q. Pre N/F test.

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

TOTALS CARRIED FORWARD

Certificates must be signed up as follows :

1. Before the pupil flies solo.
2. By the end of the first two weeks of the course.
3. Before the pupil is permitted to do A.C.P. Solo.
4. Before the pupil is permitted to Night Fly.

---

1. I. Sgt. MacANENEY certify that I fully understand the petrol, oil, ignition, brake and hydraulic system (including the emergency system), action in the event of fire and method of abandoning Oxford aircraft.

Signature.......................... Date. 20/5/43

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2. Rank. SGT. Name. MacANENEY has successfully completed the exercises on Millboards 1 - 16.

Date.................... Signed..........................

O.C. Flight.

---

3. Rank..............Name.................. has been instructed and is qualified to carry out the duties of Aerodrome Control Pilot.

Pupil's Signature..........................

Date.................... Signed ....

O.C. Flight.

---

4. Rank........... Name...................... has been tested by

...F/Lt. GARDNER.... in 'taking off' and 'Going Round Again on instruments, and has reached a safe standard to commence Night Flying.

Date. 26/5/43 Signed ....

O.C. Flight.

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-		Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link
Day		Night		Day			Night							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)		(14)

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
				Commencement	of	Flying
April	27	A. Oxford	3574	Sgt. Brown	Self.	1. 1a. 2. 3. 4. 7a 8a. 9a. 9e
April	29	A. Oxford	522	Sgt. Brown.	Self.	4a 4b. 5. 6. 7a. 7c. 8a. 9a. 9e.
		O.C. 'B' Flight		Summary for April, 1943. Unit: 20 (P) A.F.U. Date: 30. 4. 43. Signature: B. McAuley, Sgt.		Types: 1. A. Oxford. 2. 3. 4
		O.C. 1 Sqdn.				
May	1.	A. Oxford	522	Sgt Brown.	Self	4b. 7a. 7c. 8a. 8b. 9a. 10a. 10b.
May	1.	A. Oxford	522	F/O Thomas.	Self	Solo Check.
May	1.	A. Oxford	3813	Self		12.
May	1.	A. Oxford	908	Sgt. Brown.	Self.	7a. 8a. 9a.
May	1.	A. Oxford	908.	Self		7a. 8a. 9a. 10a.
May	2.	A. Oxford	667	Sgt. Brown.	Self.	7a. 8a. 9a. I.F. A-E.
May	2.	A. Oxford	908.	Self.		7. 8. 9. 10b.
May	2.	A. Oxford	422.	Self.		7. 8. 9. 10b.
May	2.	A. Oxford	908	Self.		7. 8. 9. 10b
May	3.	A. Oxford	456	Sgt. Brown.	Self	I.F. ABCDEF. M.N.
May	3.	A. Oxford	456	Self.		7c. 8. 9. 10a. 10b.

GRAND TOTAL [Cols. (1) to (10)]
392 Hrs. 25 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			98:25	135:55	26:20	18:25	36:45	5:10	17:40	46:05	15:35	61:45
AT	No. 20 (P)	A.F.U.			KIDLINGTON,		OXON.						
				1:00									
				1:05									
				2:05									
												~~only~~	
				:55									
				:20									
					:40								
				:15									
					:40								
				1:00							:30		
					1:10								
					:35								
					1:40								
				:45							:30		
					:30								
31:35	29:15			103:45	141:10	26:20	18:25	36:45	5:10	20:50	47:05	15:35	61:45
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1943. Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
May	3.	A. Oxford	456	Self		7a. 8a. 9a. 9c. 10a. 10b
May	3.	A. Oxford	456	Self		7a. 8a. 9a. 9b.
May	4.	A. Oxford	6870	Sgt. Brown	Self	15a. 18
May	4.	A. Oxford	3637	Self		7. 8. 9. 15a. 18
May	4.	A. Oxford	6870	Self		15a. 18.
May	5.	A. Oxford	6870	Sgt. Brown	Self	Nav. No. 1., 16 A.E.F. M.N.
May	6.	A. Oxford	6841	Sgt. James	Self	7a. 8a. 9a I.F. (M.N.) L.M.R.
May	7.	A. Oxford	726	Self		15. 18.
May	7	A. Oxford	3594	Sgt. Findlay	Self	16 (A-N)
May	11	A. Oxford	730	Sgt. James	Self	16 (A-N) 7a. 8a. 18. L.M.R.
May	11	A. Oxford	730	Self		4b. 7c. 15. L.M.R.
May	12	A. Oxford	6871	Sgt. James	Self	Air Test.
May	12	A. Oxford	6871	Self		7. 8. 9a. 9c.
May	12	A. Oxford	730	Self		7a. 7b. 10b
May	12	A. Oxford	730	Self		7. 8. 9. 10. L.M.R.
May	13	A. Oxford	353	Sgt. James	Self	16 (A-L) L.M.R.
May	13	A. Oxford	353	Self		7a. 8a. 9c. 10a. 10b. 18. L.M.R.
May	14	A. Oxford	353	Self		10a. 10b. 4b
May	14	A. Oxford	576	F/Lt. Terrancau	Self	Nav. Test
May	14	A. Oxford	576	Self		7a. 8a. 10b. L.M.R.
May	15	A. Oxford	6849	Self		No. 1. Cross Country
May	15	A. Oxford	6849	Self		7a. 8a. 10b. 15. 18
May	15	A. Oxford	576	Self		7a. 8a. 9a. 10b. 15. 18

GRAND TOTAL [Cols. (1) to (10)]

418 Hrs. 25 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			103:45	141:10	26:20	18:25	36:45	5:10	20:50	47:05	15:35	61:45
					1:10								
					1:10								
				:55									
					1:00								
					1:15								
				1:20							:10		
				1:15							:30		
					105								
						1:36							
				1:15							:40		
					2:00								
				:15									
					1:10								
					:25								
					1:20								
				:55							:35		
					1:05								
					:35								
				1:25									
					1:15								
					2:10								
					:35								
					1:00								
							5:45						
31:35	29:15			111:05	158:25	27:55	18:25	36:45	5:10	20:50	49:00	15:35	61:45
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1943 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
May	16	A. Oxford	6849	Self		No. 2 Cross Country
May	16	A. Oxford	6849	Self		7A. 8A. 9A. 7C. 15. 18. LMR
May	16	A. Oxford	908	Sgt. James	Self	Day/Night.
May	17	A. Oxford	730	P/O Heslop	Self	16 (A-L)
May	17	A. Oxford	730	Self	P/O Heslop	16 (A-L)
						Monthly Total
						Course Total to Date

SUMMARY FOR 1943 April May
UNIT No 20 (P) A.F.U.
DATE 18th May 1943.
SIGNATURE [signature]

AIRCRAFT TYPES
1 A. Oxford
2
3
4

GRAND TOTAL [Cols. (1) to (10)]
423 Hrs. 55 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			111:05	158:25	27:55	18:25	36:45	5:10	20:50	49:00	15:35	61:45
					2:30								
					1:05								
				1:05							1:05		
										50			
					:50							:45	
											1:05		
				11:40	26:55					2:25	25:55	:45	
											1:05		
				13:45	26:55					2:25	25:55	:45	
31:35	29:15			112:10	162:50	27:55	18:25	36:45	5:10	21:40	50:05	16:20	61:45
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
				No. 1519 B.A.T. Course.		
May	19	A. Oxford	683	F/O Skitch	Sgt. Meikle. Self.	1.2.
May	19	A. Oxford	683	F/O Skitch	Self	1.2.
May	20	A. Oxford	467	F/O Skitch	Sgt. Meikle Self	2.3.4.
May	20	A. Oxford	467	F/O Skitch	Self	2.3.4.
May	20	A. Oxford	467	F/O Skitch	Self	3.4.
May	20	A. Oxford	727	F/Lt. Ravenhill	Self	3.4
May	21	A. Oxford	467	F/O Skitch	Self	5a.
May	21	A. Oxford	360	F/O Skitch	Self	4.5a.
May	22	A. Oxford	346	F/O Skitch	Self	5a.
May	22	A. Oxford	346	F/O Skitch	Self	5a. 6
May	23	A. Oxford	346	F/O Skitch	Self	5a. 7.8
May	23	A. Oxford	346	F/O Skitch	Self	5a. 7.8
May	24	A. Oxford	428	F/Lt. Ravenhill	Self	5b. 8.9.
May	24	A. Oxford	428	S/Ldr. Jolly	Self	5a. 8.
						Total Time on Course

GRAND TOTAL [Cols. (1) to (10)]

436 Hrs. 35 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			112:10	162:50	27:55	18:25	36:45	5:10	21:40	50:05	16:20	61:45
	FELTWELL				NORFOLK								
										1:00			
				1:15							1:15		
										1:15			
				1:00							1:00		
				1:00							1:00		
				1:00							1:00		
				1:15							1:15		
				1:00							1:00		
				1:10							1:10		
				:50							:50		
				1:00							1:00		
				1:15							1:15		
				:30							:30		
				1:25							1:25		5:00
				12:40						2:15	12:40		5:00
31:35	29:15			124:50	162:50	27:55	18:25	36:45	5:10	21:40	50:05	16:20	66:45
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

S.C.
1519 B. A. T. FLIGHT
R. A. F. FELTWELL.

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
				Continuation		of Flying
					"Night"	
May	26	A. Oxford	X6938	F/Lt. Gardner	Self.	N.F. I.F. Test
May	26	A. Oxford	AG 341	F/O Chan	Self	6 N.F. Landings 3 o.s.
May	27	A. Oxford	AN577	Sgt. Brown	Self.	N.F. Cross Country
May	27	A. Oxford	DB576	P/O Whalley	Self	3 N.F. Landings 1 o.s
May	27	A. Oxford	DB576	Self	Solo	1 N.F. Landing 1 o.s
May	27	A. Oxford	DB 576	P/O Whalley	Self	N.F. Check 1 Landing
May	27	A. Oxford	DB 576	Self	Solo	3 N.F. Landings
May	29	A. Oxford	736	P/O Maddocks	Self	2 N.F. Landings 1 o.s.
May	29	A. Oxford	736	Self	Solo	5 N.F. Landings
May	29	A. Oxford	580	Self	Solo	S.L.P.F. 1 Landing
May	30	A Oxford	345	Sgt. Brown	Self.	C.S.C.L.
May	30	A. Oxford	345	Self	Solo	4 Landings 2 o/s.
May	30	A. Oxford	6938	Self	Solo	L.P.F. 1 Landing
June	1	A. Oxford	578	P/O. Whalley	Self	N.F. Check.
June	1	A. Oxford	578	Self	Solo	L.P.F. 1 Landing.
June	1	A. Oxford	520	Self	Solo	8 Landings
June	2	A. Oxford	364	Self	Solo	L.B.H. 1 Landing 1 o/s
June	5	A. Oxford	576	Sgt. Hornsell	Self	1 N.F. Landing
June	5	A. Oxford	576	Self	Solo	L.P.F.
June	6	A. Oxford	6938	Self	Solo	L.P.F.

GRAND TOTAL [Cols. (1) to (10)]
454 Hrs. 40 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			124:50	162:50	27:55	18:25	36:45	5:10	21:40	50:05	16:20	66:45
		No	20	(P)	A.F.U.		Kidlington						
				:30							:30		
							1:15						
							1:20						
							:40						
								:15					
							:15						
								:35					
							:40						
								:40					
								1:20					
							:25						
								1:15					
								1:20					
							:25						
								1:00					
								1:35					
								1:45					
							:30						
								:45					
								1:25					
31:35	29:15			125:20	162:50	27:55	23:55	46:40	5:10	21:40	50:35	16:20	66:45
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1943. Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
June						
June	5	A. Oxford	BH520	Sgt. Hounsell	Self	Ex. 27 – Formation
June	6	A. Oxford	MP459	Sgt. Brown	Self	Ex. 27 – Formation
						Night Flying Flight Totals.
						Course Totals to Date inc. B.A.T.
				Reserve	Flight	Flying
June	12	A. Oxford	6242	P/O Hay	Self	Check Dual
June	12	A. Oxford	6242	Self	Solo	4A 7b 9a 10b 15a L.M.R.
June	12	A. Oxford	6242	P/O Taylor	Self	I.F.
June	12	A. Oxford	6242	Self	P/O Taylor.	I.F.
June	15	A. Oxford	445	Self	P/O Loken	I.F.
June	15	A. Oxford	1623	Self	Solo	10b. 15. 18. L.M.R.
June	17	A. Oxford	1023	Self	Solo	7A. 7C 9a. 10b 15. L.M.R.
June	28	A. Oxford.	459	F/L. Rathbone	Self	27.
July	1	Avro Anson	EF830	F/O. Dewhurst	Sgt. Rhodes P/O. Taylor Self	Navigation Cross Country.
July	26	A. Oxford	459	P/O. Hay	Self	8a. 9a. I.F.
July	26	A. Oxford	474	Self		4a. 7c. 10a. 10b. L.M.R.
July	26	A. Oxford	459	Self		4a. 7c. 10a. 10b
July	26	A. Oxford	471	Self		17. 18. 19
July	27	A. Oxford	6242	Self		4a. 7c. 10a. 10b L.M.R.
July	29	A. Oxford	734	Self		4b. 7c. 10a. 10b L.M.R.

GRAND TOTAL [Cols. (1) to (10)]
469 Hrs. 50 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			125:20	162:50	27:55	23:55	48:40	5:10	21:40	50:35	16:20	6645
				1:05									
				1:00									
				2:35			5:30	1155			:30		
				27:50	26:55		5:30	1155		4:40	15:35	:45	5:00
		No.	20	(P)	O.F.U.		KIDAIN	GTON,	OXON.				
				:30									
					1:00								
						:50							
					:45							:40	
					1:00							:50	
					1:00								
					1:00								
				1:30									
										2:45			
				:30							:10		
					1:00								
					1:00								
					1:00								
					1:00								
					1:00								
31:35	29:15			129:55	172:35	28:45	23:55	48:40	5:10	24:25	50:45	17:50	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
				TESTING N. F. AIRCRAFT		
Aug.	1	A. Oxford.	298	Self	Solo	N.F.T.
Aug	1	A. Oxford	3852	Self	Solo	N.F.T.
Aug	1	A. Oxford	139	F/Sgt. Cupit	Self	N.F.T.
Aug.	1.	A. Oxford	3852	Self	Solo	N.F.T.
Aug.	3.	A. Oxford	467	Self	Solo	N.F.T.
Aug	3.	A. Oxford	6146	Self	Solo	N.F.T.
Aug	3.	A. Oxford	458	Self	Solo	N.F.T.
Aug.	4.	A. Oxford	609	Self	Solo	N.F.T.
Aug.	4.	A. Oxford	3852	Self	Solo	N.F.T.
Aug.	6	A. Oxford	3813	Self	Solo	N.F.T.
Aug.	6	A. Oxford	457	S/Ldr. Hopkins	P/O McCormack	Passenger to Kidlington
Aug.	6	A. Oxford	321	F/Lt. MacKenzie	Self	Croughton to Hendon Return
Aug.	7	A. Oxford	737	Self	Solo	N.F.T.
Aug.	7	A. Oxford	457	Self	Solo	N.F.T.
Aug.	8	A. Oxford	737	Self	Solo	N.F.T.
Aug.	8	A. Oxford	609	Self	Solo	N.F.T.
Aug.	9	A. Oxford	321	Self	Solo	N.F.T.
Aug.	9	A. Oxford	727	Self	Solo	N.F.T.
Aug.	9	A. Oxford.	458	Self	Solo	N.F.T.
Aug	11	A. Oxford	727	Self	Solo	N.F.T.
Aug	11	A. Oxford	467	Self	Solo	N.F.T.

GRAND TOTAL [Cols. (1) to (10)]
4843 Hrs. 25 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			129:55	172:35	28:45	23:55	48:40	5:10	24:25	50:45	17:50	66:45
		No. 20 (P) A.F.U., Croughton, N'Hants.											
					:35								
					:35								
				:30		[illegible]							
					:35								
					:30	[illegible]							
					:40								
					:40	[illegible]							
					:40								
					:40	[illegible]							
					:35								
										:25			
						1:10							
					:40	[illegible]							
					:45								
					:50	[illegible]							
					:50								
					:35	[illegible]							
					:40								
					:35	[illegible]							
					:45								
					:45	[illegible]							
31:35	29:15			130:25	184:35	29:55	23:55	48:40	5:10	24:50	50:45	17:50	66:45
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

YEAR MONTH	DATE	AIRCRAFT Type	No.	PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
—	—	—	—	—	—	— TOTALS BROUGHT FORWARD
						RESERVE FLIGHT FLYING TOTAL
						NIGHT FLYING TEST TOTAL
						COURSE TOTAL TO DATE
	[illegible]	[illegible]	[illegible]	F/Lt.		
		For O.C.	No. 2	[illegible]		
				TOTAL OXFORD FLYING IN RESERVE FLIGHT		
				TOTAL ANSON FLYING IN RESERVE FLIGHT		

SUMMARY FOR A.F.U. COURSE
UNIT 20 (P) A.F.U.
DATE 16 AUGUST, 1943.
SIGNATURE

TYPES:
1. OXFORD
2. OXFORD (Day Flying)
3. TOTAL OXFORD
4. ANSON

[illegible signature] F/Lt.
O.C. RESERVE FLIGHT

GRAND TOTAL [Cols. (1) to (10)]
484 Hrs. 25 Mins.

TOTALS CARRIED FORWARD

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			180:25	184:35	29:55	23:55	48:40	5:10	24:50	50:45	19:50	66:45
				2:30	9:45	:50				2:45	:10	1:30	
				:30	11:55	1:10				:25			
				18:10	48:35	2:00	5:30	11:55		5:35	1:05 3:05	2:15	9:55
				2:30	9:45	:50					:10	1:30	
										2:45			
				17:05	48:35	2:00	5:30	11:55		2:50	3:05	2:15	9:55
				1:05							1:05		
				18:10							4:10		
										2:45			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
—	—	—	—	—	—	— TOTALS BROUGHT FORWARD

[illegible] ON TYPE

1

2

3 Average.

4

[illegible]

Any special faults in [illegible] which must be watched:-

Signature of Senior R.A.[illegible] Officer [signature] S/L.

THIS IS TO CERTIFY THAT P/O McANENY IS :-

(1) 100% EFFICIENT IN HIS COCKPIT DRILL.

(2) FAMILIAR WITH THE USE OF OXYGEN & ALL TYPES OF OXYGEN EQUIPMENT IN THE WELLINGTON IC.

(3) HAS BEEN INSTRUCTED IN, & HAS RECEIVED A DEMONSTRATION OF THE EFFECTS OF PETROL STARVATION.

[signature] F/O.

PARACHUTE & DINGHY DRILLS

11.9.43.
16:9:43.
18:9:43.
23:9:43
24:9:43
26:9:43
4:10:43.
10:10:43
13:10:43
14:10:43
15:10:43
16:10:43.

[signature] F/O.

GRAND TOTAL [Cols. (1) to (10)]

484 Hrs. 25 Mins.

TOTALS CARRIED FORWARD

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

No. 21 O.T.U. MORETON-IN-MARSH. 'E' FLIGHT.

Certified that I have been instructed and practised in Parachute and Dinghy Drill with my crew, and am satisfied as to their competency in these drills.

Signed ..... Pupil.

Countersigned ..... F/O

Officer i/c Crew Procedure.

Date 23.10.43

Certified that I have been instructed in, and am fully conversant with, the hydraulic, oil and petrol system (including the overload system) of the Wellington a/c.

Signed ..... Pupil.

Countersigned ..... F/O

Officer i/c Crew Procedure.

Date 23.10.43

BOMB LOAD TAKE OFF.

DATE = 24 SEPT.

ALL UP WEIGHT = 29500 lbs.

DURATION. = 4.50 hrs

HEIGHT = 10,000'

GALLS P.HR. = 78.3

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1943. Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
SEPT.	6	WELLINGTON	2965	F/LT. REES	SELF & CREW	FAMILIARISATION & DUAL.
						① SINGLE ENGINE LANDING.
SEPT.	8	"	918	F/LT. REES	SELF & CREW	DUAL: ① CIRCUITS & LANDINGS.
						② OVERSHOOTS.
						③ SINGLE ENGINE FLYING
						④ " " LANDINGS.
						⑤ FLAPLESS LANDINGS.
						⑥ BLIND TAKE-OFF.
SEPT.	8		918	SELF	CREW	SOLO LANDING.
SEPT.	8		918	SELF	CREW	SOLO CIRCUITS & LANDINGS.
						② OVERSHOOTS
						③ SINGLE ENGINE FLYING.
SEPT.	10	"	9289	SELF	CREW	SOLO CIRCUITS & LANDINGS
						② OVERSHOOTS
						③ SINGLE ENGINE FLYING.
SEPT.	15		9613	F/LT. REES	SELF & CREW	DUAL CROSS COUNTRY.
						① BOMBING - 9 H.L. GROUP.
						② SIM. BOMBING.
						③ SINGLE ENGINE FLYING.
						④ S.B.A. - 1 EX.
						⑤ OXYGEN USED - 9000'.
SEPT.	19	"	426	SELF	CREW.	SOLO CROSS COUNTRY.
						① BOMBING - 9 H.L. APPLICATION
						② SIM. BOMBING.

GRAND TOTAL [Cols. (1) to (10)]
496 Hrs. 45 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31·35	29·15			130·25	184·35	29·55	23·55	48·40	5·10		50·45	17·50	
				·35									
				2·00									
					·10								
					2·10							·15	
					2·00							·15	
						5·25						1·00	
31·35	29·15			133·00	188·55	35·20	25·50	52·45	8·20		7·10	19·20	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1943. Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Sept.	19	Wellington	426.	Self	Crew	(3) Oxygen Used - .000!
						(4) Single Engine Landing
						At Pickenham.
Sept.	20	"	1154	F/O Shaw	Self & Crew	From Marham.
Sept.	22	"	1347	Self	Crew	Solo Cross Country 11.000'
						(1) Bombing - 9 H.L. Application
						(2) Sim Bombing.
						(3) S.B.A - 1 Ex.
						(4) 1 Flare.
Sept.	24	"	429	F/O Wills	Self & Crew	B.L.T.O.
Sept.	24	"	429	Self	Crew	Solo Cross Country.
						(1) Bomb Load Take off &
						Climb to 10,000. Oxygen Used
						(2) Bombing - ~~9~~ 2 1x500 lb.
Sept.	27	"	9617	Self	Crew	Low Level App. & 9 Bombs.
Sept.	28	"	429	Self	Crew	Low Level Bombing - 9 Bombs.
Oct.	2	"	426	P/O Gray	Self & Crew	Dual Circuits & Landings.
						(1) Overshoots.
						(2) Single Engine Flying.
Oct.	2	"	426	Self	Crew	Solo Circuits & Landings.
						(1) Overshoots
						(2) Single Engine Flying

GRAND TOTAL [Cols. (1) to (10)]
52A Hrs. 50 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31·35	29·15			133·00	188·55	35·20	25·50	52·45	8·20				
					4·20							1·00	
						1·40							
					7·25							1·30	
						25							
					4·50							1·00	
					2·45								
					1·40								
							1·55					1·00	
								3·05				2·10	
31·35	29·15			133·00	209·55	37·25	25·50	52·45	8·20		7·10	26·00	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward
OCT	3	WELLINGTON	9815	F/L REES	SELF & CREW.	DUAL CROSS COUNTRY. 10.000'.
						1) BOMBING 8 BOMBS H.E.A.
						2) S.B.A.
						3) SINGLE ENGINE FLYING
						4) OXYGEN USED.
	6	"	9815	SELF	CREW	SOLO CROSS COUNTRY
						1) S.B.A.
						2) I.R. 4 RUNS
						3) SINGLE ENGINE FLYING
	7	"	1347	SELF	CREW	SOLO CROSS COUNTRY. 10.000'
						1) S.B.A.
						2) I.R. LANDED. HAVERFORD FROM HAVERFORD WEST.
	8	"	1347	SELF	CREW.	
	8	"	1347	SELF	CREW.	FROM HAVERFORD WEST.
	9	"	9289	SELF	CREW.	FIGHTER AFFILIATION
	9	"	9289	SELF	CREW	SOLO.
						1) BOMBING F.E.A. 8 BOMBS.
						2) SIM BOMBING 4 RUNS.
						3) S.B.A.
						4 SINGLE ENGINE FLYING
	16	"	1089	SELF	CREW	SOLO CROSS COUNTRY
						1) I.R. 8 RUNS
						2) S.B.A.
						3) SINGLE ENGINE FLYING

GRAND TOTAL [Cols. (1) to (10)]
545 Hrs. 16 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31·35	29·15			133·00	209·55	37·25	25·50	52·45	8·20				
									5·15		3·00		
								1·50				·45	
								4·15				1·30	
								·35					
					1·00								
					·55								
					3·15								
								3·20				1·15	
31·35	29·15			133·00	215·05	37·25	25·50	63·45	8·20		7·10	29·30	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
OCT	17	WELLINGTON	1089.	SELF	CREW	SOLO CROSS COUNTRY. 11.000'
						1) BOMBING 8 BOMBS H.L.C.
						2) I.R. 7 RUNS
						3) S.B.A.
						4) OXYGEN USED.
	18	"	9289	SELF.	CREW.	SOLO CROSS COUNTRY. 7.000'
						1) S.B.A.
						2) I.R. 3 RUNS.
	19.	"	9289	SELF	CREW	SOLO CROSS COUNTRY. 8.000'
						1) I.R. 4 RUNS
						2) F.F.A. 4 STICKS
						3) SINGLE ENGINE FLYING.
	20	"	429T	SELF	CREW	SOLO CIRCUITS & LANDINGS
						(1) OVERSHOOT PROCEDURE
						(2) SINGLE ENGINED FLYING AND APPROACHES

SUMMARY FOR: N°. 6 COURSE
UNIT : N°. 21 O.T.U
DATE : 20. 10 : 43
SIGNATURE : B. McInerney

1. —
2. WELLINGTON IC
3. —
4. —

O.C. "D" FLIGHT
S/LDR. 21. O.T.U. MORETON-IN-MARSH.

A.D. Benbow

GRAND TOTAL [Cols. (1) to (10)]
561 Hrs. 30 Mins.

Totals Carried Forward

560 30

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31·35	29·15			133·00	215·05	37·25	25·50	63·45	8·20				
								6·55				3·30	
								3·00				1·00	
								3·05				1·00	
								3·15					
				2·35	30·30	7·30	1·55	29·20	5·15		3·00	17·10	
TOTAL DAY:- 40·35				TOTAL NIGHT:- 36·30						GRAND TOTAL:- 77:05			
										CHIEF INSTRUCTOR No. 21 O.T.U. MORETON-IN-MARSH.			
									W/CDR.				
31·35	29·15			133·00	215·05	37·25	25·50	78·00	10·25	29·50	53·45	35·00.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1943 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
				No. 311 F.T.U.		Moreton
Nov.	22	Wellington	DF 737	17 Lt. Bright	Self	Conversion Cal.
"	22	Wellington	LN 644	Self.	Crew Sparrow Perrins.	1st Cross Country: No. 2.
"	23.	Wellington	LN 644	Self	Crew Hum.	2nd Cross Country: No. 1.
"	25	Wellington	LN 644	Self.	Crew	Air Test.
"	30	Wellington	DF 737	P/O Kennedy.	Self	Cal. W. Mk III
Dec.	4	Wellington	LN 644	Self	Crew	To Portreath.

SUMMARY FOR November. 1. Wellington III
UNIT No 311 F.T.U. 2. Wellington I
DATE 30/11/43. TYPES 3.
SIGNATURE [signature] 4. [illegible]

GRAND TOTAL [Cols. (1) to (10)]
581 Hrs. 55 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			133:00	215:05	37:25	25:50	78:00	10:25	29:50	53:45	35:00	
IN —		MARSH,				GLOUCESTER.							
				:50									
					7:10							2:10	
					7:10							2:10	
					2:40							:45	
							:20	1:40				:15	
					1:30							:20	
31:35	29:15			133:50	233:35	37:25	26:10	79:40	10:25	29:50	53:45	40:40	88:40
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

S/LDR.

o/c. No. 31 F.T.U.

Year 1943. Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
						COMMENCEMENT
DEC.	6	WELLINGTON X	LN644	SELF	SGTS. SPARROW BELL PERRINS-HUM	PORTREATH TO RABAT SALI.
"	9	"	"	SELF	"	RABAT SALI TO MAISON BLANCHE
"	11	"	"	SELF	"	MAISON BLANCHE TO OUDNA I
"	11	"	"	SELF	"	OUDNA I TO OUDNA II
"	20	"	"	F/O SKEHELLE	SELF. CREW	OUDNA II TO CERIGNOLA III

SUMMARY FOR: DEC. 1943.
UNIT: NO. 150 SQDN. - EN ROUTE
DATE: JAN. 2. 44
SIGNATURE: B. McAneney

WD [illegible] [illegible]
[illegible] 'A' [illegible]
1.1.44 150 [illegible]

GRAND TOTAL [Cols. (1) to (10)]
600 Hrs. 55 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	OPERATIONAL							FLYING					
					3:00			4:35				3:00	
					4:30								
					2:35								
					:45								
					>	3:35							
			TOTAL FLYING HRS. FOR MONTH: DAY – 10:30 DUAL – 3:35 : NIGHT: 4:35										
			OPERATIONAL HOURS FOR MONTH: DAY – 300 : NIGHT: 4:35										
			No. OF SORTIES – NIL										
31:35	29:15			133:50	233:35	37:25	26:10	79:40	10:25	29:50	53:45	43:40	88:40
(1)	(2)	(3)	(4)	(5)	244(6):25	41(7):00	(8)	84(9):15	(10)	(11)	(12)	(13)	(14)

Year 1944. Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
JAN.	12	WELLINGTON	"J"	W/O TUNSTALL	SELF	OPS. PERUGIA AERODROME
	15	"	M	FL BINT	SELF	OPS. SALONIKA MLING. YDS.
	19		H	SELF	CREW	PHOTOGRAPHY DETAIL
	20	"	H	SELF	CREW	OPS. CECANO RLY. BRIDGE
	23	"	B	SELF	CREW	OPS. MARIBOR MUN'N FACTY.
	31	"	B	SELF	CREW	OPS. TRIESTE OIL REF
				SUMMARY FOR JANUARY, 1944		
				UNIT	150 SQUADRON.	
				DATE.	FEBRUARY, 1, 1944.	
				SIGNATURE	B. McGreney	
FEB.	8	WELLINGTON	B	SELF	CREW	OPS. PADUA MLING. YDS.
	10	"	J	SELF	CREW	A.T. VESUVIUS
	17	"	F	SELF	CREW	A.T. ARMANDOLA
	17	"	F	SELF	CREW	OPS. BRIDGEHEAD GROT'A
				SUMMARY FOR FEBRUARY, 1944.		
				UNIT	150 SQUADRON.	
				DATE	FEBRUARY 21, 1944.	
				SIGNATURE	B. McGreney Capt.	

GRAND TOTAL [Cols. (1) to (10)]

641 4/3 Hrs. 45 14/40 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			133:50	233:35	37:25	26:10	79:40	10:25	29:50	53:45	43:40	88:40
U									4:35			2:00	
S									5:45			3:00	
					1:40								
S								6:10				3:20	
U								7:20				4:00	
S								5:35				3:00	
		TOTAL FLYING HOURS FOR MONTH. DAY: 140 NIGHT 29:25											
		OPERATIONAL HOURS FOR MONTH. 29:25											
		NO. OF SORTIES FOR MONTH: 5											
		TOTAL OPERATIONAL HOURS. DAY: 3:00 NIGHT: 34:00											
								W.A. Boxwell			S/LDR.		
										O/C "A" FLIGHT.			
S								6:20				3:20	
					1:20								
					:30								
S	EX: AMENDOLA							3:35				1:45	
		TOTAL FLYING HOURS FOR MONTH: DAY 1:50 NIGHT 9:55											
		OPERATIONAL HOURS FOR MONTH: 9:55: TOTAL: 43:55											
		TOTAL NO. OF SORTIES: 7											
		TOTAL OPERATIONAL HOURS DAY: 3:00								W.A. Boxwell			S/LDR
												O/C "A" FLT.	
31:35	29:15			133:50	237:55	37:25	26:10	108:40	20:45	29:50	53:45	40:40	88:40
(1)	(2)	(3)	(4)	(5)	(6)	41 (7) 00	(8)	113 (9) :15	(10)	(11)	(12)	64 (13) 05	(14)

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
MAR	1	WELLINGTON	XVI B	SELF	SGT. SPARROW	DETAILED TO
					" BELL	BRIDGEHEAD
					" HAMPSON	BOMBED 1½ MILES
					" HUM.	NNW ATV. 6x250 70x20
MAR	3	WELLINGTON	XVI M	SELF	SGT. SPARROW	DETAILED TO BIHAC
					" BELL	BOMBED ZARA
					" HAMPSON	No. 9. 6x500, 6x250
					" HUM	
MAR.	11	WELLINGTON	XVI M	SELF	SGT. SPARROW	DETAILED TO GENOA
					" BELL	BOMBED NEAR SAN STEFANO
					" HAMPSON	3x500 - 3x S.B.C. INCENDIARIES
					" HUM	No. 10 TOT. 62:50
MAR.	13	WELLINGTON	III L	SELF	SGT. SPARROW	PETROL CON'N. TEST.
MAR	15	WELLINGTON	X M	SELF	SGT. SPARROW	DETAILED TO BOMB
					" BELL	SOFIA MLING YDS. 9x500
					" VEACOCK	20 SEARCHLIGHTS L.A.H. A/A.
					" HUM.	No. 11 T.O.T. 70:30
MAR	19	WELLINGTON	X M	SELF	SGT. SPARROW	MONFALCONE SHIP
					" BELL	YDS. AIRCRAFT FACTORY.
					" VEACOCK	9 x S.B.C. INCENDIARIES
					" HUM	No. 12. TOT 76:00

GRAND TOTAL [Cols. (1) to (10)]

675 Hrs. 10 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			133:50	237:05	37:25	26:10	108:40	20:45	29:50	53:45	64:05	88:40
								3:45				1:45	
								5:00					
								5:00				2:20	
								7:10					
					2:20			7:10				4:00	
								7:40				4:00	
								5:30				2:15	
31:35	29:15			133:50	250:15	41:00	26:10	142:20	20:45	29:50	53:45	78:25	88:40
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1944 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
MAR	22	WELLIN. X	"K"	SELF	SGT. SPARROW	PADUA. MARSHALL
					" BENN	YARDS. 9 x SBC. INC.
					" JEACOCK	LIGHT RESISTANCE
					" HOM.	#13. T.O.T. 81:50
MAR	24	WELLIN. X	"M"	SELF	SGT. SPARROW	SOFIA MARSHALLING
					" BENN	YDS. 9 x SBC. INC.
					" GOODALL	MODERATE RESISTANCE.
					" HOM	#14. T.O.T. 88:15
MAR.	27	WELLIN. X	"K"	SELF	SGT. BRAYBROOK	MILANO
					" BELL	MARSHALLING YARDS.
					" PERRINS	ENGINE TROUBLE E.R.
					" HOM	#14 T.O.T. 90:15
MAR.	27	WELLIN X	"D"	SELF	F/O	AIR TEST.
					F/LT.	M.I. TEST.
					SGT. HOM.	
				SUMMARY FOR:	MARCH, 1944	
				UNIT:	150 SQUADRON.	
				DATE:	APRIL 1ST, 1944.	
				SIGNATURE:	B. McAneney	

GRAND TOTAL [Cols. (1) to (10)]
67 Hrs. 46 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			133:50	250:15	41:00	26:10	142:20	20:45	29:50	53:45	78:25	88:40
s													
								5:50				2:35	
s													
								6:30				3:00	
u													
								2:00				:30	
					1:15								
		TOTAL FLYING HOURS FOR MONTH:							DAY:	3:55	NIGHT	43	:25
		OPERATIONAL HOURS FOR MONTH:							43:20				
		OPERATIONAL SORTIES FOR MONTH:							7				
		TOTAL OPERATIONAL HOURS:							DAY:	3:00	NIGHT	87	20
		TOTAL OPERATIONAL SORTIES:							14				
									V.T. Skehill			F/LT.	
								per	O/C "A" FLIGHT, 150			SQDN.	
31:35	29:15			133:50	251:30	41:00	26:10	155:35	20:45	29:50	53:45	84:30	88:40
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1944 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
April	2	Wellington X	D	Self	Sgt. Sparrow	Vicenza Marshalling
			HE850		" Bell	Yards "Cookie" Flak
					" Goodall	Enroute. Min Target
					" Hum.	No 15 T.O.T. 96:20
Apr.	8	Wellington III	H	Self	Sgt. Sparrow	Daylight Sortie
					" Bell	Against Garrison
					" Jeffrey	Town Mirsic Yugos.
					" Hum	Cookie. Escort Spits.
					F/L Fielding	No. 16 T.O.T. 94:50
April	12	Wellington	"	Self	Sgt. Sparrow	Budapest Marshalling
					" Bell	Yards. Bags of Flak
					" Jeacock	Incendiaries Hit
					" Hum	No. 17 T.O.T. 108:40
Apr.	14	Wellington X	M	Self	Sgt. Sparrow	Piombino Docks and
					" Bell	Shipping - Railway Instns.
					F/O Jeacock	Accurate Flak - Hit
					" Hum	No. 18 T.O.T. 111:45
April	16	Wellington X	"	Self	Sgt. Sparrow	Budapest Marshalling
					" Bell	Yards. Bags of Flak
					F/O Jeacock	Windows Incendiaries
					" Hum	No. 19 T.O.T. 118:50

GRAND TOTAL [Cols. (1) to (10)]
719 Hrs. 10 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
:05	29:15			133:50	201:30	41:00	26:10	153:35	20:45	29:50	53:45	84:30	88:40
S								6:00				2:30	
S					3:30								
V													
								6:50				3:30	
S								5:05				2:00	
								7:05				3:30	
								2830					
31:35	29:15			133:50	205:00	41:00	26:10	180:35	20:45	29:50	53:45	96:00	88:40
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1944 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward 719:10
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Shipping Dock [illegible]
					[illegible]	At Genoa 6 [illegible]
					[illegible]	Delays Not Much [illegible]
					[illegible]	No. 20 T.C.T. 125:25
				Summary for	April, 1944	
				Unit	150 Sqdn. C.M.F.	
				Date	May, 1st, 1944	
				Signature	B. McAneney Sgt	

GRAND TOTAL [Cols. (1) to (10)]

725 Hrs. 45 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			133:50	255:00	41:00	26:10	180:35	20:45	29:50	53:45	96:00	88:40
					5:30			[illegible]					
								6:3[illegible]				4.00	
					3[illegible]			3:3[illegible]					
			TOTAL FLYING HOURS FOR MONTH.						DAY	5:30	NIGHT	31:35	
			OPERATIONAL HOURS FOR MONTH.						----			35:05	
			TOTAL OPERATIONAL HOURS.						----			125:25	
			OPERATIONAL SORTIES FOR MONTH.						6				
			TOTAL OPERATIONAL SORTIES						20				
										P.J. Skehill F/LT.			
								per	O/C "A" FLIGHT, 150 SQDN.				
31:35	29:15			133:50	255:00	41:00	26:10	187:10	20:45	29:50	53:45	100:00	88:40
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1944 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward 725:45
MAY	11	WELL'N X	L.	SELF	F/S SPARROW	SHIPPING & DOCK INSTLNS.
					F/S BOUVERIE	PORTO SAN STEPHANO
					F/S JEACOCK	6x500, 6x250 M.M. FLACK
					SGT. HUM	No. 21. T.O.T. 130:55
MAY	16	WELL'N X	C.	SELF.	SGT. HUM	A.T.
MAY	16	WELL'N X	E.	SELF	SGT. HUM	A.T.
MAY	16	WELL'N X	L.	SELF	F/S SPARROW	SHIPPING & DOCK INSTLNS.
					F/S REED	PIOMBINO
					F/S JEACOCK	9x500 MIN FLACK
					SGT. HUM	No. 22 T.O.T. 136:15
MAY	21	WELL'N X	L.	SELF	F/S SPARROW	PORTO FERRARIO ISLE OF ELBA
					P/O CARMODY	SHIPPING & DOCK INSTLNS.
					F/S JEACOCK	9x500 MIN FLACK
					SGT. HUM.	No 23 T.O.T. 141:35
MAY	23	WELL'N X	L.	SELF	SGT. HUM	A.T.
MAY	24	WELL'N X	L.	SELF	F/S SPARROW	VALMONTONE. DUFF PORT
					P/O CARMODY	ENGINES. JETTISONED 9x500
					F/S JEACOCK	
					SGT. HUM	T.O.T. 142:35
MAY	25	WELL'N X	L.	SELF	CREW	VITERBO. ROADS & ROAD
					WITH P/O CARMODY	TRANSPORT. MIN OPPOSITION
					P/O STONHAM	PHOTOS MEDIOCRE
						No. 24 T.O.T. 146:35

GRAND TOTAL [Cols. (1) to (10)]
748 Hrs. 55 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			133:50	255:00	41:00	26:10	187:10	20:45	29:50	53:45	110:00	88:40
								5:30				2:20	
					:45								
					:35								
								5:20				3:00	
								5:20				2:40	
					:40								
								1:00					
								4:00				2:00	
31:35	29:15			133:50	257:00	41:00	26:10	208:20	20:45	29:50	53:45	110:00	88:40
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1944 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward 748:55
May	27	Wellington	L.	Self	Sgt. Hum	
					2 Passengers	I.T.
May	28	Wellington	L	Self	F/S Sparrow	Porto San Stefano
					F/O Carmody	Shipping & Dock Instns.
					F/S Jeffcock	9 x 500 Some Heavy Flak
					Sgt. Hum	No. 26 T.O.T. 150:45
May	31	Wellington	L.	Self	F/S Sparrow	"G" Training &
					Sgt. Hum	Air Test
				Summary for May, 1944.		
				Unit	150 Sqdn. C.M.F.	
				Date	1st June, 1944.	
				Signature	B McAuley	

Grand Total [Cols. (1) to (10)] 755 Hrs. 00 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			133:50	259:00	41:00	26:10	208:20	20:45	29:50	53:45	110:00	
					:45								
					2:45			21:[illegible]				10:[illegible]	
								4:10				2:10	
					1:10								
				TOTAL FLYING HOURS FOR MONTH.						DAY 3:55		NIGHT 25:20	
				OPERATIONAL HOURS FOR MONTH.							25:20		
				TOTAL OPERATIONAL HOURS.							150:45		
				OPERATIONAL SORTIES FOR MONTH.						5			
				TOTAL OPERATIONAL SORTIES.						25			
									P.J. Skehill F/LT.				
								per: O.C. "A" FLT.			156 SQDN.		
31:35	29:15			133:50	158:55	41:00	26:10	212:30	20:45	29:50	53:45	112:10	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1944 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward 755:00
June	1	Well'n X	L.	Self	F/S Sparrow	Szolnok
					F/O Carmody	Rly. Bridge 9x500
					F/S Jeacock	Poor Vis & Ill. No Photo.
					Sgt. Hum	No. 26. T.O.T 157 45
June	3	Well'n X	K	Self	F/S Sparrow	Bridge No 687573
					P/O Wheatley	Rome. Whizzo Vis & Ill
					F/S Jeacock	Poor Photo - Hit Bridge
					Sgt. Hum	No 27 T.O.T. 161:20
				To add as sortie end of [illegible]		
				time: trip ex Port		Reath to Rabat Hali
June	5	Well'n X	L.	Self	F/S Sparrow	Viterbo Roads & Road
					P/O Wheatley	Transport. Photo. Ill.
					F/S Jeacock	
					Sgt. Hum	No. 29 T.O.T. 164:50
June	7	Well'n X	E	Self	F/S Sparrow	Rly. Bridge & Junction
					Sgt. Bell	Orvieto 9x500
					F/S Jeacock	Photo - Hit.
					Sgt. Hum	No. 30. T.O.T. 168:35
June	9	Well'n X	L	Self	F/S Sparrow	Air Test
					Sgt. Bell	and
					Sgt. Hum	"G" Training

GRAND TOTAL [Cols. (1) to (10)]

774 Hrs. 20 Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
31:35	29:15			133:50	258:55	41:00	26:10	212:30	20:45	29:50	53:45	112:10	
								7:00				3:00	
								3:35				1:10	
								3:30				1:30	
								3:45				1:20	
								17:50					
					1:30								
31:35	29:15			133:50	258:55	41:00	26:10	230:20	20:45	29:50	53:45	112:10	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward 774:20
June	13	Wellin X	L	Self	F/S Sparrow	Munich. M'ling Yards.
					Sgt. Bell	W.O.P. Mistook Message as Recall
					F/S Jeacocke	Bombed Bridges 43°14'N, 13°47'E.
					Sgt. Hum	No 31. T.O.T. 173:05
June	21	Wellin X	L	Self	W/O Neal	Ventimiglia Electric
					F/S Wiseman	Rly. M'ling Yards and Bldgs.
					Sgt. Bell	9x500: .025 Good Prang
					F/S Jeacocke	
					Sgt. Hum	No 32 T.O.T. 180:05
June	25	Wellington X	L	Self	Crew	Practice Bombing
"	25	Wellington	L	Self	F/S Sparrow	Ops. Budapest
					Sgt Bell	No 33.
					F/S Jeacocke	
					Sgt Hum	

Op Hours for June	: 29.20	Summary for June 1944	Wellington X
No of Sorties	: 7	Unit:- 150 Squadron	
Total Op Hours	: 187.40	Date:- 26.6.44.	
Total No of Sorties.	: 33	Incl. Trip Port Reath – Rabat Sali 6.12.44.	

M. O. Thom F/Lt. O.C. "A" Flt.

Grand Total [Cols. (1) to (10)]

.....Hrs.....Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Passenger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
								4:30				2:30	
								7:00				2:00	
					1.50								
MISSING.		FAILED TO RETURN TO BASE.											
.	.	.	.	.	3.20	.	.	29.20	.	.	.	11.30	.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

GRAND TOTAL [Cols. (1) to (10)]

..................Hrs..................Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

YEAR	AIRCRAFT	PILOT, OR	2ND PILOT, PUPIL	DUTY

MONTH

EMARKS)

ORWARD

Wing Commander E.R.M. Walker,
150 Squadron,
Royal Air Force,
C . M . F .

Reference:
150S/351/41/Pl.

5th July, 1944.

Dear Mr. McAneney,

Before you receive this letter, you will have been informed by the Air Ministry of the fact that your son, Flying Officer Thomas Bernard McAneney, is missing as the result of air operations.

I regret to say that at the moment all I can tell you is that your son took off at 20.46 hours, 25/6/44, to attack a target in Hungary, since when no news has been received of his aircraft or his crew.

Whilst it would be wrong for me to raise false hopes, as it would be for me to give you the impression that your son is no longer alive, I must tell you that there is always the possibility of his being a Prisoner of War. If such is the case it will be ascertained in due course, and, in any event, endeavours to trace your son will continue and any information that is obtained will be immediately communicated to you.

You will wish to know that your son's personal effects have been taken care of and will be forwarded to you as soon as possible by the Standing Committee of Adjustment.

May I now express the very great sympathy which I, as his Commanding Officer, and all his friends and colleagues in the Unit feel with you in your present anxiety. Your son was a Pilot in whom I had the utmost confidence and he was a popular member of his Mess - he is missed greatly.

I have enclosed the names of the next of kin of the other members of your son's crew, as you will no doubt, wish to write to them. Under a recent Air Ministry order I am not permitted to send you the addresses of next of kin, but if you send any letters, addressed and sealed, to me, I will see that they are forwarded.

26 JUL 1944

P.T.O.

FORWARD

NAZI VANDALISM

+ + + + + + + + + + + +

Looting and Sacrilege In Italy

LONDON, Aug. 2—(AP)—Sir James Grigg secretary of state of war detailed to the house of commons Tuesday German army sets of vandalism as the Nazis retreated in Italy beginning with the burning of the university library at Naples

"From that point outward he related, "the tale is one of sacrilege and theft on all sides."

Sir James listing of looting and destruction included:

Naples—Destruction of art treasures and architecture

Monte Cassino—Statue from the altar of the abbey taken and sent to Herman Goering

Gaeta—Victory crucifix stolen from the cathedral. Best vestments stolen

Jesi—The sanctuary of the Madonna Dellacivita sacked and books soaked with oil

Velletri — Pictures and contents of the treasure of Sir Maria Delfritte lasted and the brocaded furniture slashed

Formia—The choir sacristy of San Erasmo sacked by the Germans.

Ceranello and Isernia—Corn collections from museums stolen

LEFT HAND CORNER

(Continued From Front Page)

tain him in the time of trial and doubt in gold dust. From pit to palace as coal miner and knight Annie Valance (the little Salvation Army lassie was ever by Sir Harry Lauder's side

Y—Y—Y

CAGEY POLITICIANS

(Windsor Star)

If any aspirant politician wants to know how to win an office or will be spending his time well if he studies the methods of Mayor Fiorello LaGuardia of New York The super little man is a past master in the art

His latest action is an instance. Needing more money to continue his city's subway deficit, he slaps a tax on hotel bills and on commuters In other words he makes visitors to New York pay and keeps his hand out of the pockets of the citizens who can vote for him It is a simple formula but effective

Y—Y—Y

Private—Why does Miss Screamut always close her eyes when she sings?

Corporal—Well you know she is so tender-hearted that she cannot bear to see anyone suffer

Y—Y—Y

U.S. RAILROADS

(New York Times)

It is when one compares the performance of the rail carriers during last year with that of the war year 1918 however that he can best realize the extraordinary gains in safety which have been achieved In 1918 the rails operated 409 billion ton-miles in 1943 730 billion In 1918 3 418 employees were killed or 2.36 per billion ton-miles In 1943 1 072 were killed or 1.46 per billion ton-miles At the operating figure of 1943 had the fatality rate of 1918 prevailed 5 031 additional employees would have been killed. If one compares the same peak years on a passenger-mile basis he finds that in 1918 the railroads operated 43 billion passenger-miles in 1943 88 billion In 1918 the passenger fatalities were 471 in 1943, 262 representing a saving in life if last year's casualties of operation were to be applied to the 1918 death rate of 701 passengers.

Y—Y—Y

A girl fresh from the West Highlands visited a sister living in Glasgow. At the outskirts of the town she stopped at a toll bar began to rap smartly with her knuckles on the gate The keeper, amused at the girl's action and curious to know what she wanted came out when she very demurely intervogated him as follows

"Is this Glesga?"

"Yes"

"Is Peggy in?"

Y—Y—Y

VINEGAR FROM MILK

(Rotarian Magazine)

Old boney has given us a lot of things in the past but vinegar was not one of them Now comes an enterprising Western concern which inoculates whey from the manufacture of cheese with an organism that ferments the milk sugar into vinegar said to be as good as that produced from cider. It's another example of working the bugs and making a valuable product out of what has been considered a worthless waste

Y—Y—Y—Y

Mistress (to cook at 5.45 p.m.) "I know it's the third time this week Mary but my husband just phoned from the golf club and he's bringing three men to dinner How long will you need to get ready?"

Mary "I am ready now I packed my trunk the last time it happened."

Y—Y—Y—Y

SERPENT WITH KNOBS

(New York Herald Tribune)

A strange creature about 35 feet long with buttonlike protuberances along its spine which is said to have been sighted in previous years swimming in Fayette Lake in Idaho is again reported there One eye-witness said the animal or fish was so long he thought it was a parade Beyond the details of a wavy backbone and a yellowish hue particulars are vague There are the humps suggesting a camel and the ability to crash-dive like a whale but they have us as puzzled as Polonius

The apparition will have to do much better if it is to attract as much attention as the Loch Ness monster of Scotland did about the time that Mr Roosevelt was being elected President for the first time Although the Inverness district in which Loch Ness lies is the site of several distilleries whose product used to be renowned for strength persons of undoubted sobriety said emphatically they had seen what the others said they saw Some thought it had fins which operated as paddles it travelled at great speed another said, and was about 35 feet long

A motorcyclist was narrowly missed by the monster as it leaped across a road like a kangaroo and plunged into the lake Interest in these remarkable goings-on lasted for several months It ended about the same time as the tourist season Local innkeepers will be glad when both monster and tourists reappear.

Y—Y

SETTLE DISPUTE

DETROIT Aug. 2.—(AP)—Edward W. Miller federal labor conciliator announced Tuesday settlement of a labor dispute at four Montgomery Ward and Co. stores in the Detroit area The stores employ more than 2 000 persons

Seek Thousands For Harvest

WINNIPEG, Aug 2— (— Farm placement officers are seeking thousands of men for work in prairie harvest fields

Hundreds of soldiers and airmen will be granted farm duty leave while appeals are being broadcast for city and town folk and students to volunteer for farm work

W. W. Dawson member of the Saskatchewan central harvest labor committee said Tuesday assistance from military personnel and from eastern Canada labor will not be sufficient to meet the demands of a heavy wheat crop

Saskatchewan experts to know in some 6 000 harvesters but more will be needed Merchants have been asked to close their stores certain days during the week releasing clerks for the harvest fields

Y—Y

CANADA'S BASE IN BERMUDA COMMISSIONED

HAMILTON Bermuda Aug 2—(—The Royal Canadian Navy first base outside Canadian waters HMCS Somers Isles was commissioned Tuesday in a brief ceremony The base will be devoted to training, and will be commanded by Captain K F Adams

Y—Y

DINAH SHORE OVERSEAS

LONDON Aug 2—(AP) — Singer Dinah Shore arrived Tuesday from the United States to entertain Allied troops for two months and said she hopes to go to France

R.C.A.F. CASUALTY LIST

OTTAWA — (C P 1 —Following is the latest air casualty list:

OVERSEAS

Killed on Active Service

BARTLAND George Douglas Sgt Mrs G. D. Bartland (wife), Vancouver

BUCKBERROUGH, Robert Clark Sgt Mrs C A Buckberrough (mother), Blenheim Ont.

BAW, Ernest Amos, PO, W. L. Baw (father), Simcoe Ont.

SMITH Grant Lyman PO D L. Smith (father), Port Frances, Ont

WATCHUK Walter Simeon, PO, S. M. Waychuk (father), Brandon, Man

Previously Missing, Now Killed on Active Service

MURRAY Robert Wilton PO, J A Murray (brother), Vancouver,

Missing on Active Service.

AGUR, Patrick Graham, PO, R V A Agur (father), Los Angeles Calif. U.S.A

ARIENS Walter Cohn, Sgt., P C Ariens (father), Rosetown, Sask

BARTLETT, Raymond Neil, PO, Mrs R N Bartlett (wife) Toronto

BRANDON, Charles Howard Michael Sgt., Sgt Beaudoin, L L. J (father) Woodstock Ont

BIRNIE Hugh Waldie PO, H K Birnie (father), Toronto

BRANCH, Howard John, Sgt., A. J Branch (father), Diamond City, Alta.

BROWN Eric PO, Mrs Eric Brown (wife) Cirencester Eng., F G. Brown (father), Vancouver

CARTER, Yale Knox, P-Sgt. Capt H E Carter (father), Ottawa

CLINTON Edwin Omer, Sgt J A. E. Clinnton (father), Thessalon Ont.

COTTON David Neville, F-Sgt. Mrs S C Cotton (mother), Winnipeg

DICKINSON, Robert Harry, PO, Charles Dickinson (father), Vancouver

DUNHAM, George Elgin, Sgt., E B Dunham (father), Creelman, Sask.

FERNYHOUGH Walter PO R Fernyhough (father), Victoria, B.C

Pollott, Eric Walter, PO Mrs W G. Pollott (mother), Toronto, Ont

HACK, Frederick Nelson, PO, Charles Hack (father), Midland, Ont.

HAY, Donald Frederick FO., Miss H M. Hay, (sister), Fonthill, Alta.

ISAAC, George Herbert Sgt G H Isaac (father), Fort William, Ont

JAMIESON Donald Sinclair PO T. C Jamieson (father), Winnipeg

JAMIESON Walter, PO, Mrs William Jamieson (mother), Lower Montague P.E.I

JOHNSON, Gwynn Wray, PO, C H. Johnson (father) Toronto

JOHNSTON, Gordon Nelson WO, Mrs N. C. T. Johnston (mother), Verdun, Que.

JOYNSON Francis Edward Sgt William Joynson (father), Charlerwood, Man

KENNEDY, Henry John PO H. C Kennedy (father), Brockville, Ont

KENNEDY, James Flood PO, D A. Kennedy (father), Windsor, Ont.

KENNEDY Roy Stanley, PO, Mrs Elizabeth McNeill (mother), New Perth P.E.I

KING Alfred James WO, Joseph King (father), Toronto

KRYNSKI Tony, Sgt, Joseph Krynski (father), Gilbert Plains Man.

LINDSAY, Mark Stanley Sgt., H M Lindsay (father) Regina, Sask.

LOGAN, Percival Nathaniel Joseph, Flt-Lt., Mrs P. N. J. Logan (wife), York Eng., N. N. Logan (father), Mardiville Alta.

LYLE Keith Kenneth Sgt., S. K. Lyle (father), Perth Ont

McANENEY Thomas Bernard FO. J. T. McAneney (father), Toronto

McCREIGHT, Victor William, PO J. V. McCreight (father), Toronto.

McEWAN Ronald PO, William McEwan (father) Verdun Que

MOORE George Edwin, F-Sgt W. F. Moore (father), Sheddon Ont

MURPHY Vincent John FO., A. F Murphy (father), Calgary

MUSSER John Vernon, PO Mrs. D W. Musser (mother), Wallenstein Ont

OLLETT, James Frederick PO. Mrs. J. F Ollett (wife) Chesterfield, Eng. F. J. Ollett (father), Ocean Falls, B.C

PALMER Donald Wilson Sgt W S Palmer (father), Sarnia Ont

PATTERSON John Burton Sgt., A E Patterson (father), St. George, N.B.

POOHKAY William Mike, PO., Mike Poohkay (father), Derwent Alta

REED Norman Thomas Sloane WO, N H. Reed (father), Moor Park, Eng.

RHODES William Howard PO, Mrs Christopher Rhodes (mother), Clearwater Florida U.S.A

ROBERTSON John Cooper F. Sgt John Robertson (father), Hawkesbury, Ont.

SHURVELL James Wesley, F-Sgt., Mrs J W Shurvell (wife), Isabella Man

SMITTON Frank Alan PO Mrs H G. Smitton (mother), Vancouver

STEEPE John Robert, PO R. J Steepe (father), Sudbury, Ont

STEIN Leonard Raymond PO Peter Stein (father) Neudorf, Sask.

STRINGAM, Elwood Williams, PO., L-W Stringam G M. (wife), W.R.N.S., Scarborough, Eng., G L. Stringam (father), 1294 8th Ave. S., Lethbridge.

STONER Melvin Harold, F-Sgt. M W. Stoner (father), Niagara Falls, Ont.

THOMAS Arthur Evans Coslett F-Sgt., D C Thomas (father), Winnipeg

TRIBBLE, Ernest Edward Flt-Lt., Mrs E E Tribble (wife), Brantford, Ont

VALLIERES Stuart Kenneth F-Sgt W J. Vallieres (father), Nitro, Que.

WARLL, Harold Peter Sgt Peter Warll (father), Toronto

WELLER, Harold Ralph PO, R C Weller (father), Basconsfield, Eng.

WILLIS James Ralph, PO Mrs H F Willis (mother), Calebogie, Ont.

WILSON, William Alexander, PO, David Wilson (father) Vancouver

Previously Missing Now Prisoner-of-War — Germany

MALICK Simeon WO Aleck Malick (father), Rocanville, Sask. CANADA

Killed on Active Service

CURTIS, William John PO Mrs W. J Curtis (wife), Vancouver

DANIELS Theron Elwyn Flt-Lt. L. W. Daniels (father), Gardena, Calif. U.S.A.

KIPPAN, Clermont Delmar, Sgt, Mrs D. J. Kippan (mother), Vancouver

RIDEOUT Lorne Clarence WO Mrs L. C Rideout (wife), Vancouver

STROUD Wallace Dicker Flt-Lt Mrs W D. Stroud (wife) Toronto

Previously Missing Now Killed on Active Service

COLEMAN Charles Francis WO Mrs C. P Coleman (wife), Victoria, B.C

Missing on Active Service

HANNAH Lionel Richard PO. Mrs L. Hannah (mother), Chatham, Eng.

JOHNSTON Douglas PO Mrs Johnston (mother), Aberdeen Scotland

REEVE, John William Christopher PO J W Reeve (father) Cheddle Eng

WATERS Edward George Sgt E D Waters (father), Romford Eng

Seriously Injured

DALTON Grace Elizabeth, LAW., W H White (father), Edmonton

HILLARD Ernest James Sgt Mrs E J Hillard (wife), Toronto

PERRY Olive Cpl H R. Perry (father), East Kelowna, B.C.

Now YOU can send a whole box of Wrigley's Gum to Canadians serving Overseas!

$1.00 IS ALL IT COSTS YOU TO SEND 20 PACKAGES TO ANYONE IN THE CANADIAN ARMED FORCES OVERSEAS WE DO THE PACKAGING . . . WE PAY THE POSTAGE

This announcement is of great importance to every Canadian with loved ones in the Armed Forces Overseas For some time the Canadian Wrigley Company has become increasingly aware that the men and women in our fighting forces overseas get only a small amount of the Wrigley's Gum they want.

During recent months, the demand for chewing gum in the armed forces has been increasing by leaps and bounds. This is due to the fact that men under the terrific strain and tension of battle get a feeling of comfort and relief by chewing on a piece of gum. Chewing helps to steady nerves, keeps the mouth moist—makes the tough going a little easier.

The Canadian Wrigley Company, to solve this problem, will ship all the gum it produces, if necessary, on the following Overseas Plan:

Under this new Wrigley plan you can send a 20-package box of Wrigley's Gum direct to any man or woman in the Canadian Armed Forces Overseas.

Just see your nearest retailer who is supplied with Wrigley Overseas Gum order forms.

Your order will be immediately sent to Wrigley's and they will acknowledge it to you.

Wrigley's are doing this because they feel that, with chewing gum so useful and helpful, Wrigleys' brands should go where they are needed most—to the men and women who are fighting on the battle fronts.

These quality brands of Chewing Gum now go *direct to the Armed Forces Overseas*

THIS WRIGLEY OVERSEAS PLAN IS MADE AVAILABLE TO YOU THROUGH THE CO-OPERATION OF YOUR RETAIL MERCHANT

WW1A44

Summer Values THURSDAY AT EATON'S

STORE HOURS: 9.30 a.m. to 5.30 p.m. Saturday 9.30 a.m. to 6 p.m. Wednesday 9.30 a.m. to 1 p.m. Information Phone 3727

SMARTNESS BY THE YARD!

• PRINTED RAYON JERSEY
One of the season's most popular fabrics for dressy afternoon frocks. . . Sleek rayon jersey printed in a riot of gaily colored designs. About 38 inches wide. Yard $1.98

• PRINTED RAYON SHEER
Delightfully cool and smart for summer dresses and blouses . . Rayon sheers printed on grounds of blue, red, grey, mauve and other shades. About 38 inches wide Yard $1.49

• PRINTED RAYON CREPE
Better quality rayon prints so effective for dressy frocks or little suits . . Attractive patterns with blue, green mauve and brown predominating About 38 inches wide Yard $1.49

• PLAIN RAYON CREPE
Beautiful rayon crepe for your very smartest frocks or two-piece outfits. . . Interesting were in pinks, blues, wines, brown and black. About 38 inches wide. Yard $2.95

Dress Fabrics—EATON'S, Second Floor

PLEATED SKIRTS

Sizes 12 to 20

Choose one of these good-looking skirts to wear now and on into Fall with blouses and sweaters. . . Made from heavy rayon crepe pleated all around and buttoned at the side. Black, brown or green. Each—

$3.95

Women's Wear—EATON'S, Second Floor

STYLISH BLACK OR BROWN Suede OXFORDS

Fashion and comfort combined in these trim Balmoral style ties lasted with suede uppers moccasin vamps, perforated trim welted leather soles and covered Cuban heels. Sizes 3 to 10, widths AAAA to B. Pair—

$5.95

Shoes—EATON'S, Second Floor

NOW! "SMILES 'N CHUCKLES" CHOCOLATES FOR OVERSEAS

Once again we are able to take your orders for Smiles 'N Chuckles "Active Service" packages—for a limited period from now until the end of August! Place your orders now!

1-lb. 5-oz. packages—to men and women in Canadian Armed Forces within the British Empire (Nursing Sisters should be specified as such) Each (including postage) 99c

Orders for Navy accepted ONLY for overseas addresses and Canadian Fleet Mail Offices. Orders not accepted for civilians.

Candy Dept.—EATON'S Main Floor

"KHAKIS" FOR MEN

• SHIRTS

Light-weight khaki-colored cotton shirts for work or holiday outings . . Roomy coat style with attached collar and breast pocket. Sizes 14½ to 17. Each . . . $1.59

• SLACKS

Popular trousers for summer work or vacation activities. . . Tailored from sturdy "Sanforized" pre-shrunk cotton drill in regular style Sizes 33 to 42. Pair . . . $2.75

Men's Wear—EATON'S, Main Floor

FOODATERIA

CURRANTS
Limit of one pound to a customer! Per pound 16c

Waxed Paper
40-foot rolls
3 rolls 25c

New Pack HONEY
2 lb. tins 42c
(1 D coupon required)
4-lb. tins 72c
(2 D coupons required)

AT THE FISH COUNTER

FROZEN SILVER-BRIGHT SALMON

By the piece, pound 25c
Centre slices, pound 27c

Fresh Fish

Sliced Red Spring Salmon, pound 45c
Sliced Halibut, lb. 42c
Sliced Ling Cod, lb. 33c
Cod Fillets, lb. 35c
Fillets of Sole, lb. 40c

TRY SMOKED FISH FOR VARIETY

"Highliner" Fillets lb . . . 40c
Boneless Herring lb . . . 40c
Lasern Kippers, lb. . . . 29c
Western Kippers, lb. . . . 29c

Foodateria—EATON'S, Main Floor

THE T. EATON Co WESTERN LIMITED BRANCH STORE

AIR MINISTRY

73-77 Oxford St, London.W.1.

CAN/J.18232/P4/CAS

8th August, 1944.

Dear Mr. McAneney,

Thank you for your letter concerning your brother, Flying Officer T.B. McAneney, who was reported miesing after air operations on the night of the 25th/26th June, 1944.

The only details available are that he was Captain of an aircraft, which took off to attack a target in Hungary, and failed to return. No information has since been received concerning him or any of the other members of the crew, however, enquiries are continuing through all available sources, and ehould further news bo received you will be informed.

Concerning your request for the home addreeses of the other members of the crew, I regret that it is not the policy of the Air Ministry to disclose addresses of next of kin, however, their names are as followe, and should you wish to address letters to them, and send them unsealed but with poetage attached to this office, they will be forwarded.

1272578. F/Sgt. Sparrow, F.S.- Father - Mr. Sparrow.

544054. Sgt. Bell, T. - Father - Mr. W. Bell.

(Cont.Overleaf).

PILOT, PUPIL | DUTY

PASSEN

(Cont.)

A.425310. F/Sgt. Jeacooke, S. - Wife - Mrs. S. Jeacooke.

1243985. Sgt. Hum, E. - Wife - Mrs. D.M. Hum.

Please accept my sympathy with you in your anxiety.

Youre sincerely,

(A.B. Matthews) Wing Commander,
for Air Officer Commanding-in-Chief,
R.C.A.F. Overseas.

J.35213.,
F/O. J.H. McAneney,
R.C.A.F.,
R.A.F. Stetion,
Donceater, Yorks.

GEJW/PA

CARRIED FORWARD

Single-Engine Aircraft				Multi-Engine Aircraft						Passenger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

(1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

GRAND TOTAL [Cols. (1) to (10)]

..................Hrs...................Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Passenger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

R.C.A.F. G.64
H.Q. 885-G-64

Royal Canadian Air Force

CERTIFICATE OF PRESUMPTION OF DEATH

NO. 12540

This is to Certify that

J18232 FLYING OFFICER THOMAS BERNARD MCANENEY R.C.A.F.
(Number) (Rank) (Name in Full) (Unit)

has been officially reported as missing since the 25TH day

of JUNE, 1944, and that, full inquiries having been made, no information has been received which would indicate that he may be still alive. For official purposes, therefore, he is presumed to have died on or since the above mentioned date.

Dated at Ottawa, Canada, this 4TH day of JUNE 1945

(T.K. McDougall)
Group Captain
R.C.A.F. Records Officer.

GRAND TOTAL [Cols. (1) to (10)]
.....Hrs.....Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

F.O. THOMAS BERNARD McANENEY, 24, pilot and deputy flight commander, who was reported missing near Foggia, Italy, June 25 last, is now presumed dead. He is the son of Mr. and Mrs. J. T. McAneney, Brock Ave. There are three brothers, F.O. John, Joseph and Wilfred, and a sister, Mrs. Frank Oster. F.O. McAneney was on his 23rd flight. Born in the same house in which the family still live, he was educated at St. Helen's separate school and De La Salle (Oaklands) and was secretary of the Canadian Freight association before enlisting. He was winged at Brantford, April 9, 1942, and went overseas the following month. In November that year he was dangerously injured when he crash-landed on the coast of England. He was a member of St. Helen's parish.

YEAR	AIRCRAFT	PILOT, OR	2ND PILOT, PUPIL	DUTY
MONTH	No.			MARKS)

WARD

COPY.

Headquarters, MED/ME,
Missing Research & Enquiry Service
R.A.F. C.M.F.

19th Feb. '46.

Ref:- MRES/1243785/Hum, E.C.

WELLINGTON M.F. 249.

Sir,

I have the honour to forward the attached copies of reports regarding an aircraft crash near SZABADBATTYAN, Hungary, on 25th June 1944, which presumably refers to the above aircraft, which was reported missing in an attack on Hungary on the night of 25th June, 1944. Particulars of the crew are shown below.

Can.J.18232	F/O.	McAnemey T.B.	Pilot.	Death Presumed.
1272578	F/Sgt.	Sparrow F.S.	Nav.	Death Presumed.
AUS.425310	F/Sgt.	Jeacocke S.	Wop/Air.	P. O. W.
544054	Sgt.	Bell T.	A/B.	Death Presumed.
1243785	Sgt.	Hum, E.C.	A/G.	Death Presumed.

2. It is regretted that positive identification of the bodies buried at SZABADBATTYAN cannot be established until a Searcher Party or Graves Registration Unit is able to commence operations in Hungary.

3. It would be appreciated if information regarding the circumstances of this crash can be obtained from F/Sgt. Jeacocke, and advised to this Headquarters.

I have the honour to be,
Sir,
Your obedient Servant,

(Sgd) P. Tennson, F/O.
for Wing Commander, Commanding,
H.Q. R.A.F. (MED/ME) M.R.E.S.

Air Ministry (P.4.Cas.)
73/77, Oxford Street,
London W.1.

ORWARD

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-Enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Pass to "Y" mail

ESTATES BRANCH MAR 21 1946 OTTAWA NATIONAL DEFENCE

DEPARTMENT OF NATIONAL DEFENCE

INVENTORY

Date Mar.

The Estates Branch has received the following personal effects of

Name MCANENEY T.B. F/O J.18252

1 Cigarette case
1 Fountain pen Waterman
1 Gold ring stone missing
4 Keys on key ring and chain
1 Identity wrist disc and chain
1 Money belt
1 Leather toilet case
1 Soap container
1 Hair brush
1 Tooth brush container
1 Comb
1 Shaving brush container
1 Pr. scissors
1 Scent bottle
2 Tooth brushes
Correspondence
1½ Pr. cuff links
4 Studs
1 Wallet contg: snaps
2 Engagement books
1 Wooden cigarette case
1 Note book
1 Ronson cigarette case and
1 Ronson lighter damaged
1 Safety razor Gillette
1 Nail file
10 Medallions.

ESTATES BRANCH MAR 13 1946

Received the effects as listed

SIGNATURE M. McAneney

DATE REC'D. Feb. 22/46

NB

R.C.A.F. A.47
Part I.

ROYAL CANADIAN AIR FORCE SERVICE BOOK

INSTRUCTIONS TO OFFICERS AND AIRMEN

1. You will be held responsible for the safe custody of the book.

2. You will always carry the book on your person both at home and abroad.

3. You must produce the book whenever called upon to do so by a competent authority, civil, naval, military or air.

4. You must not alter or make any entry in this Book (except as regards short form of Will on page 16, see instructions on pages 12 to 15), and disobedience of this order will be treated as a serious offence.

5. Should you consider that any entry in the book is lacking or incorrect, or should you lose the book, you will report the matter to your immediate superior in the Royal Canadian Air Force. Any change in name or address of person to be informed of casualties must be reported immediately to your Commanding Officer.

J. 18232 1

Air Force No. R114419 Surname MCANENEY

Christian Names (in full) THOMAS BERNARD

Date of Birth 13-12-19 Religion R. CATHOLIC

Date of Enlistment/~~Appointment~~ 23-7-41

Married (M), Widower (W) or Single (S) S

Occupation in Civil Life CLERK STENO

Signature of Holder. B. McAneney

Name and Address of Next-of-Kin Father Joseph Thomas McAneney 462 Brock Ave., Toronto, Ont.

Name, Address, and Relationship of Person to be informed of Casualties—
Joseph Thomas McAneney
462 Brock Ave.,
Toronto, Canada
Telephone, Lt. 3904

Destroyed FOR Certified Correct A.B. Mackenzie EL.

Date 1-4-43 Place RCAF O/S HQS.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

YEAR

MONTH | DATE

TY

TS AND REMARKS)

ROUGHT FORWARD

COMMONWEALTH OF AUSTRALIA

25

Telephone:
HOLBORN [redacted]11
Telegraphic Addr[redacted]:
"AUSTRAIR, WESTCENT, LONDON"

ADDRESS ALL COMMUNICATIONS TO
"THE AIR OFFICER COMMANDING"

IN REPLY PLEASE REFER TO FILE NO. 1401/7756/P.4.

ROYAL AUSTRALIAN AIR FORCE.
OVERSEAS HEADQUARTERS.
KODAK HOUSE.
63. KINGSWAY.
LONDON. W.C.2.

Canadian

P.4.Cas ~~Missing~~ Section,
Air Ministry,
73/77 Oxford St.W.1.

27th July., 1945.

Flying Officer S.JEACOCKE Aus.425310

Further to telephone conversation of this morning between your Section and Flight Lieutenant Seaman of this Headquarters, the following details are advised you concerning the statement of F/O Jeacocke who was the wireless operator in the crew of a Wellington to attack a target at Budapest on the 25th June,1944.

2. Jeacocke states :-

"After setting course from Lake Balatrol to Budapest we encountered terrific flak which appeared to be box barrage at first, but after taking evasive action proved to be predicted. We were using window which appeared to upset the accuracy for a couple of minutes but we were suddenly hit and I found myself lying on the floor of the aircraft beside the bed. I was on look out duties in the ~~aerodrome~~ astro. I tried to struggle onto my feet but could not do so because of the speed at which we were going down. The port side was on fire. I believe from the port engine back as far as the tri-cell shute position. Not knowing that my telephone plug was out, I expected at any moment to hear the order to bale out and so continued trying to get on to my knees at least in order to crawl to the emergency exit when the bale out order should be given. The aircraft suddenly commenced to spin and I found it impossible to even roll myself over. I counted four spins and knew nothing further until I found myself conscious and falling through space. As I had been flying with my parachute on for the whole of the astrodome duties I pulled the ripcord and it opened at somewhere between two and four thousand feet. While coming down I noticed a fire on the deck which later proved to be our aircraft. I believe the position of the crash was about ten miles from the northern tip of the lake Balatol and I know there was a three or four line railway connecting two towns about 100 yards west of my position. I think I must have been blown out of the aircraft by the explosion of the photoflash or possibly the port fuel tanks.As I found my telephone cable and plug burnt into my left flying boot on landing and proving I was not on the inter-comm with the crew I don't know if any of the rest of the crew up the front had been killed when we were hit but knowing from past conversations that I was the only one who used to fit my parachute over the defended areas I presume that all the crew would find it impossible to leave the aircraft. As there was a huge explosion about 30 seconds after I landed which I believe to have been the bomb load I presume them to have been killed. I received no news of them later, even after visiting the casualty section of Air Min. An enemy motor vehicle visited the wreckage late the following afternoon but as I kept myself hidden in the wheat field I don't know if they found any bodies. They remained about an hour or more there before I heard the vehicle driven away. I also heard civilian women talking and laughing amidst the noise of tearing up cloth which I believe was parachute silk".

3. Jeacocke was captured on the 30th June and after spending a few weeks in solitary confinement in a Budapest jail wae taken into Germany to a prisoner of war camp.

K.D.Seaman
(K.D.SEAMAN)
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

31 JUL 1945

CARRIED FORWARD

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

GRAND TOTAL [Cols. (1) to (10)]

..................Hrs...................Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
(1)	(2)	(3)	(4).	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year	Aircraft	Pilot, or	2nd Pilot, Pupil	Duty
				and Remarks)
Month	Da			Forward

ADDRESS REPLY TO:
THE SECRETARY,
DEPARTMENT OF NATIONAL DEFENCE FOR AIR,
OTTAWA, ONTARIO.

OUR FILE J18232 (R.O.)
REF. YOUR
DATED

ROYAL CANADIAN AIR FORCE

OTTAWA, Canada, 20th June, 1946.

Mr. J.T. McAneney,
462 Brock Avenue,
Toronto, Ontario.

Dear Mr. McAneney:

It is with deep regret that I have learned through the Royal Air Force Missing Research and Enquiry Service that they have received a report from the Municipal Magistracy of Szabadbattyan, Hungary, stating that the aircraft in which your son, Flying Officer Thomas Bernard McAneney, was flying, crashed on the Lajostelep Estate, near Szabadbattyan, and the crew, with the exception of Flying Officer Jeacocke, lost their lives.

Due to the severe nature of the crash, however, Sergeant Hum was the only member of the crew who could be identified and the remains of the four crew members were buried in a communal grave by the Minister of the Falubattyan Church, with a religious service.

The reverent care of the burial places of all who served in the Forces of the British Empire is the task of the Imperial War Graves Commission. Already eminent architects are at work, planning the construction of beautiful cemeteries and each individual grave will be supported and sustained by the nations of the Empire. I hope that it may be of some consolation to you to know that your gallant son's grave is in sacred care and keeping.

May I again offer you my most sincere sympathy in the great loss you have sustained.

Yours sincerely,

F.J. Fulton

R.C.A.F. Casualty Officer,
for Chief of the Air Staff.

R.C.A.F. G. 32B
500M-2-43 (3112-3199)
H.Q. 885-G-32B

RWARD

SINGLE-E...

JOSEPH THOMAS McANENEY
(Toronto)

Solemn requiem Mass was celebrated at St. Helen's Church, Toronto, on Jan. 28 for the repose of the soul of the late Joseph Thomas McAneney who died at St. Joseph's Hospital on Jan. 25 after a short illness. The deceased was in his 58th year. The celebrant of the Mass was Rt. Rev. J. N. O'Connor, assisted hy Rev. J. G. Brennan and Rev. F. Voorwerk, as deacon and subdeacon. In the sanctuary were Rt. Rev. J. H. Ingoldsby and Rev. A. J. Belanger, both of St. Augustine's Seminary, Rev. L. Hickey, Rev. L. Austin and Rev. Brother Victor, F.S.C.

The late Mr. McAneney, eldest son of Mrs. McAneney and the late Bernard McAneney, was born at Mimico, Ont., and is survived by his widow, Margaret Artkin, and four children, Joseph W., Mrs. F. P. Oster (Helen), John H. and Wilfrid J. Another son, Flying Officer Thomas B., was killed in World War II. Also surviving are his mother, Mrs. Catherine McAneney; four sisters, Mae, Ann, Mrs. Sherrer (Evelyn), Mrs. H. C. Dwyer (Estelle), and a brother, Bernard.

The deceased was a member of the Holy Name Society and St. Vincent de Paul Society. He was also a member of the Fourth Degree Assembly of the Knights of Columbus.

Interment took place at Mount Hope Cemetery; Rev. J. Breen officiated at the graveside.—R.I.P.

J18232 (R.O.)

OTTAWA, Canada, 15th January, 1947.

R E G I S T E R E D

Mrs. Margaret Mary McAneney,
462 Brock Ave.,
Toronto, Ontario.

Dear Mrs. McAneney:

It is a privilege to have the opportunity of sending you the Operational Wings and Certificate in recognition of the gallant services rendered by your son, Flying Officer T.B. McAneney.

I realize there is little which may be said or done to lessen your sorrow, but it is my hope that these "Wings", indicative of operations against the enemy, will be a treasured memento of a young life offered on the altar of freedom in defence of his Home and Country.

Yours very sincerely,

(W.A. Dicks)
Wing Commander
for Chief of the Air Staff.

RAF RANK AS AT 1-3-43 T/SGT(AIR)

2

RANK, GROUP AND R.C.A.F. TRADE OR BRANCH

Branch or Trade and Group	Date of Effect	Authority	Signature and Rank of Officer making Entry
PILOT "SP"	10-4-42		

Rank	Date of Effect	Authority	Signature and Rank of Officer making Entry
LAC.	7-10-41	31TS 172	
T/SGT(P)	10-4-42	5SF 74	
P/O	6.8.43	O/O 646/43	L. Nuttall WO2
F/O	6.2.44	O/O 896/44	L. Nuttall WO2

(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

S.14 (Cas.) C.5. POST PRESUMPTION MEMORANDUM NO.1963/47
FILE NUMBER P.419417/44. DATE 24/7/47
Relating to WELLINGTON MF 249 Missing on 25/26th/6/44.
Crashed at LAJOSTELOP, HUNGARY.

NO.	RANK	NAME	BURIAL DETAILS	INFORMATION
AMENDMENT to P.P.M. 2570/46			BUDAPEST BRITISH MILITARY CEMETERY	MED/ME
J.18232	F/O	McANEMEY, T.B.	PLOT 2 ROW C	The remains of these four members have been concentrated to BUDAPEST from place of original burial (P.P.M.2570/46)
1272578	F/Sgt	SPARROW, F.S.	GRAVES 5, 6, 7, and 8 registered collectively.	
1243785	Sgt	HUM, E.C.		
544054	F/Sgt	BELL, T.		
				One member (P/O JEACOCKE) Safe Amend P.P.M. 2570/46 to read "missing 25/6/44"
				CASE CLOSED.

Circulation
Amendments (B.1.)
Chron. Cards (B.1.)
S.14. (Cas.C.5.)
Cas. Can 2.

R.A.A.F. O.H.Q.
P. File
B.1. (MEM)
C.6. Com for MED/ME

G.97555.

AUG 20 1947 QUARTERMASTER STATION

GRAND TOTAL [Cols. (1) to (10)]
.....Hrs.....Mins.

Totals Carried Forward

J18232 (RO)

OTTAWA, Canada, February 25, 1948.

Mrs. J.T. McAnenay,
462 Brock Avenue,
Toronto, Ontario.

Dear Mrs. McAnenay:

It is with regret that I refer to the loss of your son, Flying Officer Thomas Berhard McAnenay, and our letter of June 20th, 1946, which advised that your son and three members of his crew were buried in the cemetery at Szabadbattyan, Hungary, but a report has been received from our Missing Research and Enquiry Service that your boy and those members of his crew buried with him have been moved to the Budapest British Military Cemetery, Budapest, Hungary, and are at rest in Collective Graves 5, 6, 7, and 8 (marked and registered in their names), Row C, Plot 2, of that cemetery.

This permanent British Military Cemetery will be maintained in perpetuity by the Imperial War Graves Commission (of which Canada is a member) and headstones will be erected at the graves. Unhappily, there are great numbers of these headstones to be erected, and it will quite naturally take considerable time. It is not necessary to write to the Imperial War Graves Commission, as you will be contacted by them before the stone is prepared.

At approximately the same time as the report that your boy and his crew had been moved to a British Military Cemetery, a letter was received here on your behalf from Mrs. Orpha Edwards, 1st Vice-President of the Silver Cross Women of Canada (R.C.A.F. Chapter), Toronto, who also asked if it was possible to obtain a photograph of your boy's grave. All the graves of our Fallen are photographed and copies are sent here to be conveyed to the next-of-kin, but unfortunately the task is a very great one and has been delayed by a shortage of labour and materials, but you are assured that photographs will be taken, and also that when they are received here they will be conveyed to you promptly. I am forwarding a copy of this letter to Mrs. Edwards.

I would like to take this opportunity of expressing to

.... 2 ....

Second page not in file.

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

"We have loved him during life; let us not forget him afterdeath"- St Ambrose

Sweet Jesus have mercy on the soul of

F.O. THOMAS BERNARD McANENEY

Killed in Hungary, June 25, 1944
Aged 24 years

PRAYER

O gentlest heart of Jesus, ever present in the most Blessed Sacrament and ever consumed with burning love for the poor captive souls in Purgatory have mercy on the soul of Thy departed servant

THOMAS

and bring him from the shadow of exile to the bright home of Heaven, where, we trust Thou and Thy Blessed Mother, have woven for him a crown of unfading bliss. Amen.

Sweet Heart of Jesus, be my love! 300 days.

Jesus, meek and humble of heart, make my heart like unto Thine! 300 days.

Jesus, Mary, Joseph! 7 years and 7 Quarantines.

Eternal rest grant unto him O Lord and let perpetual light shine upon him.

May he rest in peace. Amen.

Landy & Co., Ltd., 16 Dundas, W. Toronto

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

MCANENEY, THOMAS BERNARD F/O(P) J18232. From Toronto, Ontario. Killed In Action Jun.26/44 age 24. #150 Squadron (Aiei Anomen). Wellington aircraft # MF 249 missing during a night raid on the Oil Refinery at Budapest. There were two #150 Squadron aircraft lost on this target on this date. WO. N.T. Reed was killed in aircraft # LJ 811. The following RAF airmen were killed in the two aircraft; FS.s T. Bell, J.W. Chaplin, F.S. Sparrow, Sgt.s E.C. Hum, and J. Jackson. Flying Officer Pilot McAneney is buried in the War Cemetery at Budapest, Hungary.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
—	—	—	—	—	—	— TOTALS BROUGHT FORWARD

GRAND TOTAL [Cols. (1) to (10)]

..................Hrs..................Mins.

TOTALS CARRIED FORWARD

Single-Engine Aircraft				Multi-Engine Aircraft						Passenger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
(1)	(2)	(3)	(4).	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	— Totals Brought Forward

Italy,
June 13, 1944.

Dear John:

What's cookin'! Must be rather exciting times in your part of the world. At any rate you must be busy because I've had two letters from Mrs. Moo to say that you hadn't written for a good while.

The kids over here are having a bang on time buggering Jerry up in great circles and small heaps. The push was noticeable from where we sat and gazed.

Have sort of relaxed the past week and got out to a few shows to the beach and had a change of scenery for a couple of meals. It's delightfully refreshing. Have been doing a lot of relaxing on the camp, too: no air tests, some reading, lots of fly and mosquito chasing. We're losing two of our very few Canadians. Both from different crews they've each finished their first tour in fine fettle and have relaxed to a state of dread at the idea of instructing at U.T.U.'s. I've been lying in the sun but it's too bloody hot. It's been warm for a good while — and sunny but only the past week has the humidity risen to a point where one begins to prespire. Haven't heard any news of the French Invasion for two days but would have heard if there'd been a reverse.

Hope you're getting lots

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]		Link Trainer
Day		Night		Day			Night						
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

of farmerette hours in chum. By now you'll be at O.T.T. and no doubt pushing in the hours. Hope you get a gen. crew, Mac.

We've got ten to do now. At present rate it should take about a month or five weeks. Wish they'd call a truce for about six months. Could take another couple of years that way. I'll probably have to in any case. I'd still like to see India though the rest of my kids shudder at the idea.

Well, it's time for another hour of sun and then tea. Be good, Mac. Be careful. Best of luck.

Love,
Tom

P.S.: Still haven't received wings & braid. Don't send more

BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED THIS LETTER WILL BE SENT BY ORDINARY MAIL.

POSTAGE REVENUE 3D

J 35213, Flying Officer,
J H McGreney,
R.C.A.F., ~~Overseas~~
RA ~~England~~ or
Leicester Cst

Army Form W.3077.A

First fold here

Second fold here

To open cut here

The following Certificate must be signed by the writer:—

I certify on my honour that the contents of this envelope refer to nothing but private and family matters.

Signature } Name only }

X answered

To open cut here

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

R 114419

RECORD OF SERVICE

UNIT	DATES FROM	DATES TO	UNIT	DATES FROM	DATES TO
#12 E.F.T.S. Goderich, Ont., Can.	28/10/41	20/12/41			
#5 S.F.T.S., Brantford, Ont.	21/12/41	6/4/42			
#12. A.F.U., Grantham, Lincs, Eng.	23/6/42	14/8/42.			
#1511. B.A.T., Upwood, Hunts, "	14/7/42	19/7/42			
#22 O.T.U., Wellesbourne .	5/9/42.	5/9/42			
#21 O.T.U. Moreton-in-M.	7/9/42	21/11/42			
#20 A.F.U., Kidlington, Oxon	13/4/43	17 8,43			
#1519 B.A.T., Feltwell, Norfolk.	16/5/43	3/5/43.			
#20(P) A.F.U., Croughton, N. Hants	24/7/43	5.8 43			
#21 O.T.U. Moreton [illegible]	8.8.43	7.9.43			
#21 [illegible]	7.9.43	22.[illegible].43.			
#3[illegible] [illegible] Moreton, [illegible]	8/[illegible],43	4/12/43			
#150 Sqdn., Oudna II - N.A.	11/12/43	20/11/43			
#150 Sqdn., Cerignola. III, Italy	20/12/43	16/2/44			
#150 Sqdn., Amendola	16/2/44				

AIRCRAFT FLOWN.

AIRCRAFT	ENGINE	AIRCRAFT	ENGINE	AIRCRAFT	ENGINE
FLEET FINCH					
AVRO ANSON I & III	JACOBS				
AIRSPEED OXFORD	CHEETA X				
AIRSPEED OXFORD	CHEETA X				
WELLINGTON	PEGASUS XII				
WELLINGTON IC	PEGASUS XC				
AIRSPEED OXFORD	CHEETA X				
AIRSPEED OXFORD	CHEETA X				
AIRSPEED OXFORD	CHEETA X				
WELLINGTON IA-IC	PEGASUS XVIII				
WELLINGTON IA-IC	PEGASUS XVIII				
WELLINGTON X	HERCULES VI & XVI				
WELLINGTON X	HERCULES VI				
WELLINGTON X XVI	HERCULES VI				
WELLINGTON X · XVI	HERCULES VI & XVI				